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# MODEL CAR SCIENCE



"The Official Voice  
of NAMRA-HOCCI"



Volume 7, Number 1

January, 1969

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By Raymond E. Hoy

# The Editor's Chair

On November 3, 1968, the most important meeting in the history of slot racing was held in Long Beach, California. Representatives from the major slot racing magazines, manufacturers and the various slot racing groups such as U.S.R.A., NAMRA, ARCO, CAR MODEL, etc. met in order to try, once and for all, to get together and formulate one set of rules for commercial track racing. Prior to that meeting, I sent the following letter to every one concerned. It read, as follows:

"Gentlemen:

It is quite possible that the upcoming November meeting of the various slot racing groups will decide the future of commercial track racing. MODEL CAR SCIENCE representatives will be there to talk with each of you, but we'd like to present our thoughts to you in this letter now, so you will have time to analyze our position before we get together in person.

Let's look at the situation realistically and calmly. At the moment there are several groups in commercial (semi-scale) slot racing. Unfortunately, few of them use the same rules, which has resulted in chaos in the past. It has also made the job of manufacturing legal merchandise for the commercial track people an absolute nightmare for the manufacturers.

What is needed is *one* set of national

commercial track rules. Again, to be perfectly realistic, we at MODEL CAR SCIENCE fully understand the desire on a manufacturer's part to run a series of races under his own banner, i.e., THE ARCO SERIES, etc. And *there's absolutely nothing wrong with that!* The object of the game, after all, is to make money! And giving your company publicity by holding a series of races in your company's name is just plain smart business practice. It's good publicity, after all.

What we're pushing for is this: Go ahead and run the series in 1969 just as you did in 1968, *under your own name*, if you wish. But, and here's the hooker, run your series under the same set of national rules that the other manufacturers are running. Call these rules whatever you want, the name is actually very unimportant. We'll go along with CAR MODEL magazine and call them simply NATIONAL CHAMPIONSHIP RULES. The main point is that all the various series for 1969, no matter what title they're being run under, *will be using the same rules*. There's no reason it can't be accomplished simply and efficiently at the November rules meeting. Nobody will be shortchanged publicity-wise for 1969, and the entire industry will benefit immensely from such a move. Such a meeting of the minds would settle the commercial, semi-scale racing problems instantly.

Continued on page 6

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Model Of the Month

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Set



There is one other problem, however, and that is the dissent between the scale and the semi-scale factions. Gentlemen, let's continue to be realistic. The people who like scale racing should not be forced to race semi-scale cars, any more than the people who race semi-scale cars should be forced to race scale cars. And there's no reason for the conflict between these two groups to continue. Again, it's an easy problem to solve. Here's our recommendation:

The NAMRA organization is the *only national scale racing association in the country*. The rest of the groups are all *semi-scale* (USRA, ARCO, etc.) Now, then, if the NAMRA people want to run scale cars, that's their *right* to do so. If the other groups want to run semi-scale cars, that's their *right* to do so, too. There's no reason why the two groups can't live together in perfect harmony. Semi-scale followers can race under the NATIONAL CHAMPIONSHIP RULES, and the scale followers can join NAMRA and race in NAMRA sanctioned races. There are several raceways in the country that hold sanctioned NAMRA events on one night, for the scale buffs, and the next night hold a semi-scale race. Nobody gets shortchanged. This common sense approach to the problem will eliminate forever the constant bickering and sniping that both factions have leveled at each other in the past. As Editor of MCS, I am seeing to it that the "pot shot at each other" days are over, at least in the pages of our magazine. I'm sure that CAR MODEL's management will see to it that the same rule applies in their magazine.

NAMRA officially agrees with this statement. There's no reason why we can't all get together in November and settle this ridiculous state of affairs once and for all. Since NAMRA is the *only scale association in the country*, and their rules have been consistent since they were organized, *there is no rules problem in scale racing*.

The rules problem only exists in *semi-scale commercial track racing*, and that can be resolved easily in November. In MODEL CAR SCIENCE's opinion, the strongest semi-scale commercial track group in the country is USRA.

It is MODEL CAR SCIENCE's recommendation that the tentatively named NATIONAL CHAMPIONSHIP RULES be patterned after the USRA rules. CAR MODEL and ARCO rules aren't that different, and it would take very little effort on everyone's part to accomplish this. The USRA rules permit extremely competitive racing, with

all the speed and handling that the semi-scale buffs love, yet their cars are good looking, thanks to the "don't butcher the body" rules.

That's our viewpoint, gentlemen. I'm looking forward to seeing you in November.

Best regards,

Raymond E. Hoy, Editor  
MODEL CAR SCIENCE Magazine

The meeting came off right on schedule, with representatives of all the major manufacturers, associations and magazines meeting at 1 p.m. at Don's Raceway, in Downey, California. We moved to a conference room at the Tahitian Motel in Downey and began serious negotiations about 2:30 p.m. The scene was slightly reminiscent of photos I've seen taken at the Paris Peace Talks, but I'm happy to say that the progress made was considerably better.

The U.S.R.A., CAR MODEL, and ARCO rules were discussed one by one, and changed as we saw fit. Considering the large number of people there, and the complexities of the rules, we feel that we literally "moved mountains" to finish the job by 7 p.m. At that time the rules were agreed upon, and as unbelievable as it seemed to everyone present, the commercial slot racers of the country had, for the first time in history, one set of rules to live by.

The 1969 NATIONAL CHAMPIONSHIP RULES are effective on January 1, 1969. If you build a car by these rules, you'll be able to race at any race in the country that is sanctioned by MODEL CAR SCIENCE, CAR MODEL, USRA, MINI-WHEELS, COBRA and CHAMPION (ARCO).

The manufacturers should be delighted at the prospect of having firm rules for the entire country, since they can now get on with building equipment that they *know* will be legal everywhere. And the shop owner also gets a break thanks to the new ground clearance rules. The days of dragging gears tearing up \$500 worth of track braid are hopefully over, after January 1st.

The controversy between the NAMRA people and the semi-scale commercial track racers seems to have been resolved at the meeting too, in discussions before and after the NATIONAL CHAMPIONSHIP RULES meeting. The general feeling was that the two organizations could live in harmony, since they're really not in direct competition. The scalers can race with NAMRA, the semi-scalers with the groups using the NATIONAL CHAMPIONSHIP RULES. Beautiful, and it's about time.

That's the incredible story. If the various factions in slot racing could sit down and eliminate the slot racing world's woes in just five short hours, there may be hope for the Paris Peace Talks yet!



# Model Mail



## FOR YOUR INFORMATION

I'm not writing to ask a question. As a switch I thought I'd offer a couple ideas instead of bothering you with all those sick questions. I want to strike out a blow for the imaginations of the model builders of today.

Idea like a dune buggy panel truck for the beach. All you need is a Manx or stock VW chassis and the main body section of a '33 Chevy panel truck, sectioned or chopped to order with some bobbed rear fenders hanging somewhere on the side of the body. The nose and interior can be fabricated very easily. Slap on a pair of sand dune balconies and you can taxi up to the waters edge to drop off the surf boards and the grummies with a couple cases of tall and cold suds or diet cola.

Idea number two was discovered quite by accident. Take a 1/24 VW slot car body, paint it wild, set it atop a '41 Willy Chassis with a wild funny car mill or take the Revell dragster chassis and work some wild thing with the old tube of stickem and custom parts from the scrounge box.

One more idea from the bag of tricks before you start to ponder. Take a '40 Ford or Merc, put the rear body section from a Stingray or a Mako Shark and the front end assembly from your favorite late model stocker. I suggest a Stingray or a Camaro and drop in a street mill.

I've changed my mind. I've got one more tip. Are you having trouble making your own flames on your wild custom? Try this tricky little technique. Take a fine, unshaggy thread and lay it on tacky paint for tiny pin stripe or flame outlines. Believe me, it's not as hard as it sounds. A coat or two of clear lacquer or enamel over this will blend the thread into the finish.

I look forward to each and every issue of MCS. Usually I read each issue from cover to cover two or six times and then file it with my other periodicals of utmost importance.

Anywho, all the best of luck in the future for your magazine. May you endure forever. Vivos le mag! Long live MCS!

A1C Rick "Smokey" Gondeck  
Mountain Home AFB, Idaho

Thanks for the thoughts, Rick. You make a lot of sense, and your ideas are certainly original. Take advantage of some of them, fellas.

## SOMETHING FOR THE HO SCALERS

I am writing this note in response to "The Word From The Wes World" in the September issue of MODEL CAR SCIENCE. I find that I must include myself in the apparently large group of those who feel that there is no use in sending in one of my cars for the purpose of entering a race as surely there are so many which are better

## Parnelli Jones

"One of the greatest rewards I have received during my years in auto racing has been the many fan letters. Fans make the sport and, believe me, I am very appreciative of your interest in me and my racing associations. Often these letters bring requests for decals, racing jackets, poster emblems, photos, etc., and I am pleased to announce that these items are now available through the Parnelli Jones Race Team. If you have any other requests, please write me at Box 107, Redondo Beach, California 90277."

*Parnelli Jones*



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- Joe Leonard & No. 60 Turbine (Indy Indy record)
- J.C. Agajanian & Ben Vukobrat (Indy race-of-tweens)
- ALL THREE Photos (4x6)

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## MODEL MAIL

than mine. I realize now how foolish this philosophy is. I do indeed have some good cars and they are worthy of being entered in the sponsored races. Please know that I intend to participate from now on and I thank you for your inspiration and encouragement in this regard.

Secondly, over the past three years I have labored on building an HO scale racetrack which, I think, may be one of the better ones on the West Coast. It measures a mile and two-tenths in scale; is sixteen feet long by four feet wide; is four lanes; has two-way polarity. The track includes lap-counters and a light beam and an electronic time-clock which times in tenths of a second. My lap record at the present is 15.94 seconds per hour. The track is fairly well detailed. The pit area is fashioned after those which may be found at Laguna Seca race track in Monterey, California and that which is found at Indianapolis, Indiana.

I fully intend to send pictures of my layout to you in hopes that I might qualify for the winning of subscription to MODEL CAR MAGAZINE and also in hopes that they will inspire others to enjoy the art of building and racing HO cars.

All this concerning my track is only by way of indicating that I am interested in sponsoring races and would

enjoy anyone living in the Oakland-Berkeley-San Leandro areas to feel free to correspond with me at 1715 Gouldin Rd., Oakland, Calif. 94611. Anything that you can do to help me find persons who would like to participate in HO racing in this area would be greatly appreciated.

Finally, and for the record, I, too, wish to be counted among those who are most anxious for the Aurora people and other producers to come forth with Formula One and Can-Am race cars. I can hardly wait until these are on the market. In terms of new products I would like to see further consideration given to banked-turns for four-lane tracks using twelve and fifteen inch corner pieces in the layout.

I sincerely enjoy reading your articles monthly.

The Rev. John A. Schively  
Rector

We have received many letters on the subject of apathy among the HO people, Rev. Schively. The September column evidently stirred up some interest, and for that we're delighted. We also hope that HO fans in your area take an interest in your offer to come and race. We're entering your name in our MCS Club Listing too.

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track, but we have found no magazines with articles on them. How about it? Also, when are you going to run an article on how to build a good dragster frame for use on a slot car track?

David Fachling  
Clintonville, Wis.

We don't get many requests for drag racing articles any more, Dave. However, we do feel that there is enough interest (dormant perhaps, but it's there) to warrant an article on the subject. Next month we'll present an article on drag racing at home. Watch for it!

#### PAINT TROUBLES CAN BE REAL HEADACHES

I'm about ready to "cash in" and forget the whole modeling bit! I just can't seem to put a good paint job on a car. It's very frustrating, believe me, to build a good model (well, I think it is any way) and then goof it up with a bad paint job. Can you help?

John Dirksen  
Dixon, Illinois

We'll try, John. Check page 36 of this issue for a good solid "how to paint" article. It should do the trick for you if you follow the steps closely. Good luck!

#### CONGRATULATIONS FELLAS

A few months ago I asked for the secretaries of the slot racing clubs to send their club name and address in for our MCS Club Listing. You

swamped us! Last month we didn't have room to run the entire list, and we may have to run one list one month and the second list the following month. We hope you fellas take advantage of the clubs in your area. Keep those club names and addresses coming!

Raymond Hoy, Editor  
MODEL CAR SCIENCE

#### MCS DECALS AND JACKET PATCHES

Is it possible to get MODEL CAR SCIENCE jacket patches and/or decals? I think that'd look groovy!

Terry Lynch  
San Francisco, Calif.

We're working on it right now, Terry. Watch next month's MCS for information!



"The car's not a total loss. We can probably salvage the wheel locknuts..."



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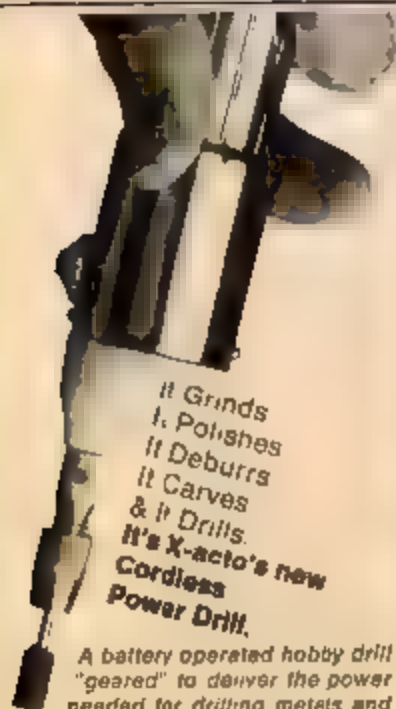
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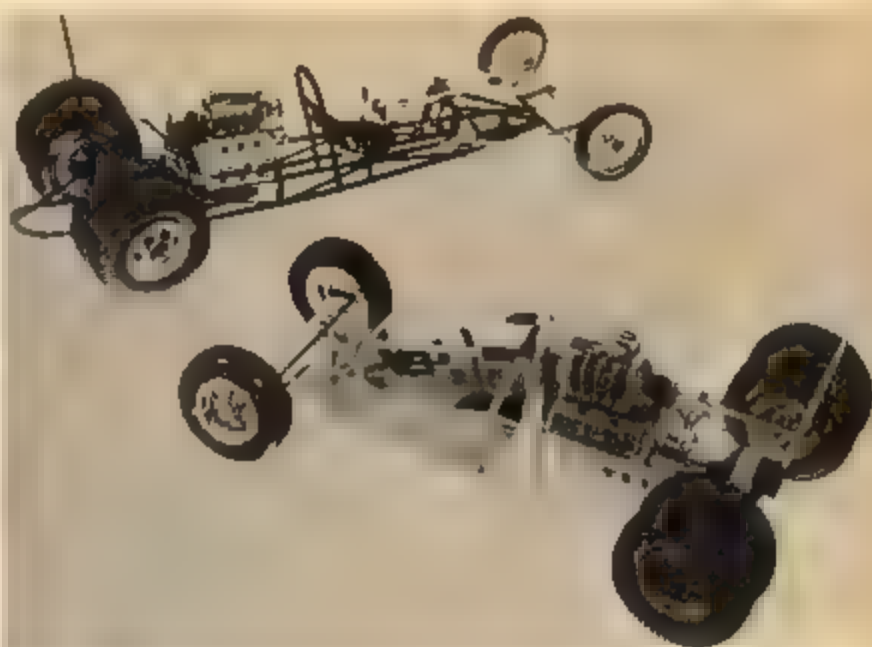
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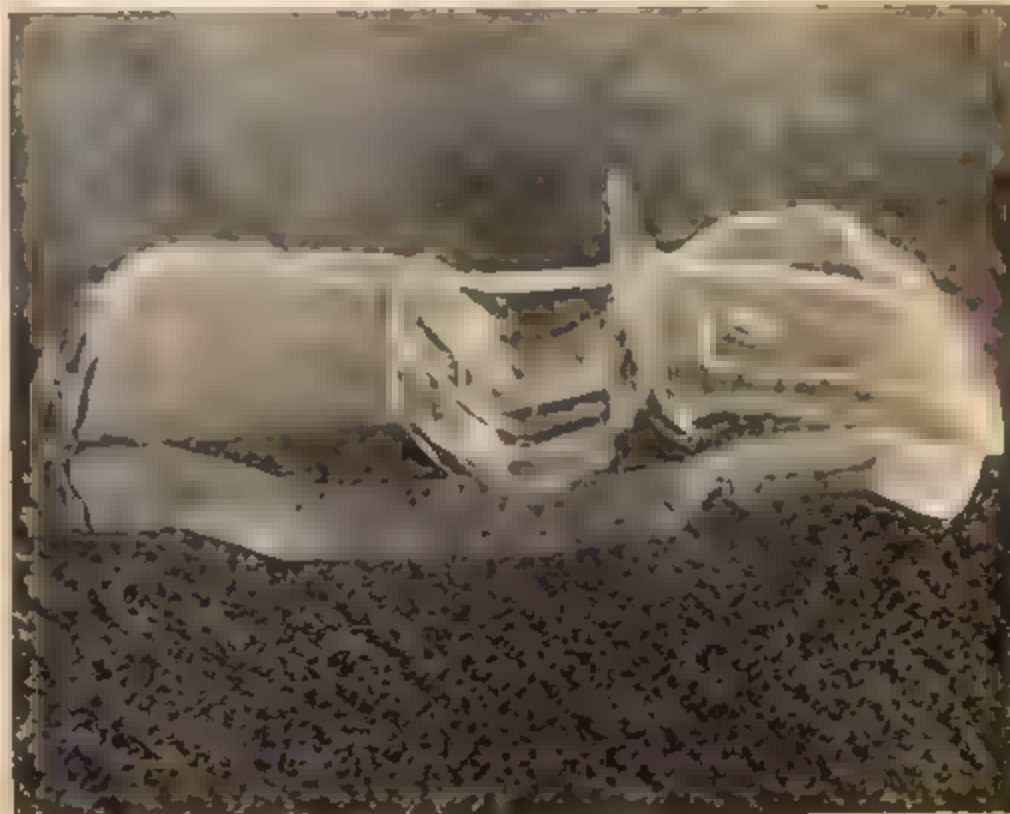
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# New Products



Dune Dragsters are "In" this year, and AMT has just sprung two new ones on the modeling scene. The "Sandbagger" and the "Sandkat" are a pair of hill-climbing, Hemi-powered, super-charged sand dune "fuelers" that have been custom engineered by AMT's Speed and Custom hotshot, Gene Winfield. Each kit comes with super sandgrubber tires, full color display background and giant "Kat" decal. \$2.00 each, at your local dealer.

Hold the phone! Here's another one from Rignen that should put FUN in your 1/24 scale racing! Would you believe a clear plastic Dune Buggy body, for just \$1.29? Looks sharp. They have a "thingie," too, called the "Mach 1" for the same price, if that kind of racing is your "bag." You'll find it in the Rignen catalog, so send for it. (See the other Rignen New Product release in this issue).





MPC is "groovin" again with a rash of new 1/25 scale static models, and they're all breathtaking. To show you just a few, let's consider the super-slick Toyota 2000 GT roadster. It comes with a clear hardtop that can be painted to duplicate the 2000 GT coupe. And everything is super detailed, too, right down to the inline DOHC six-cylinder engine! A couple of their '69 street machines that are bound to titillate your fancy are the '69 Turbo Camaro and the '69 "Bac-

aruda." No, we didn't misspell it! Build either of them up as a Funny Car, Super-Stock, competition or custom car. Still another fascinating model is the HOWMET TX, the first American GT car to be built with a turbine engine. You get a precision detailed turbine engine, tubular chassis, hinged hood and rear deck, bucket seats, hollow racing tires and over 40 plasticchromed parts. All of these are available NOW at your local hobby shop or department store.



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M-210 Onne table endbell	2.29	1.83
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M-244 180 rewind motor w/can-in-can and M-88X magnets	13.95	9.49
M-144 180 silver rewind 180-M-88 magnets	12.50	8.95
M-186 180 silver wound & balanced armature	5.99	3.99
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January, 1969/73



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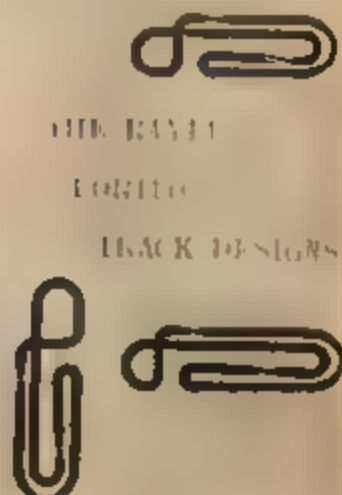
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Here's something for the scratch-builders! Champion's new "Team Champion Building Jig" comes complete with set-up wheels and flag set, and it's a must for the fellow who wants to build legal cars. A chassis built in this jig will pass any ARCO, CM, or USRA tech inspection when set up with legal 7/8" rear and 3/4" front tires. Comes with all the pins, and an easy to follow instruction sheet. Available at your raceway or directly from Chapion of Chamblée, Dept. MCS, 5620 New Peachtree Road, Chamblée, GA. 30341. It's part number 2002, and it's priced at \$4.98

Slot racing books at half price! If you want to know how to build a home slot car track, here's your chance to get two good books on the subject, and at half price, too! "The Art of Track Building" shows you how to build a track from scratch. It uses many photos and drawings. "The Rayline Portfolio of Track Designs" offers a dozen scale track blueprints of two, three and four lane track layouts, plus a wiring diagram. Formerly \$2.00 each, the price has been reduced to \$2.00 for both books, plus 50 cents handling. This price reduction is possible thanks to high volume sales. Send \$2.50 to Rayline Slot Racing Company, P.O. Box 1736, Thousand Oaks, Calif. 91360





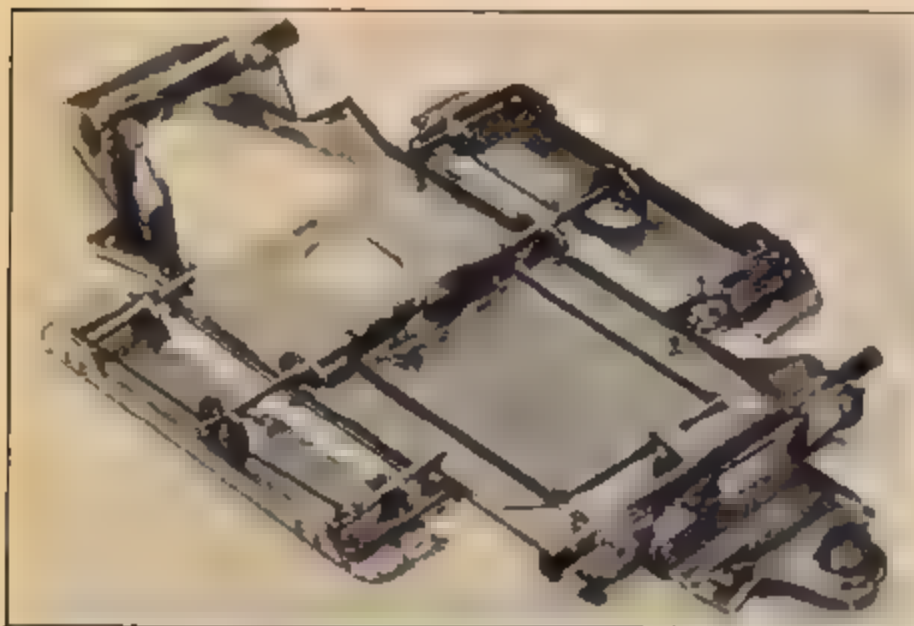


Dyna-Rewind's new controller is cool! And in more ways than one, baby! Here's a jewel of a controller that stays cool no matter how hot the motor is in your favorite scratchbuilt pro car, thanks to the open air design. It promises to be a long lasting, highly efficient controller. Watch for it soon on your dealer's shelf.

An ideal frame for the beginner is the new Stamped "Pan" Anglewinder. Its rugged construction will withstand many wall-smashes while the new driver learns. It handles like a dream and gives the neophyte hobbyist the feeling of driving the latest in side-winder frames. It has an adjustable gear ratio mounting plate and floating body mounts and is featured from Champion for only \$7.98.



All the very latest technical advances anyone can pack into a pro motor are yours with Champion of Chamblée's production 25-wire motor. New features include a thin-lamination armature diamond-trued commutator, latest bullet proofed endbell, black, heat-dissipating 525 motor case and new Team Champion two-piece Arco magnets. It's triple expoxied for greater durability. Champion's 25 wire-motor called "The Thumbprint" sells for \$19.95.



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January, 1969/15

# Polly S

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Everybody Else—Run To Your Dealer. Polly S Was Made For You. It brushes or airbrushes a finish on your plastic or wood model that sticks, feels and looks like a second skin.

**26 CLEAR, CLEAN, FLAT COLORS.**

POLLY S CORP. Information on request COBLESKILL, N.Y. 12043



One of '68's hot trends in show-and-go rods is exemplified by Chuck Miller's way-out Fire Engine "No. 13"—using a true horseless carriage body style authentic down to the tiller-like steering wheel, monicle windshield, drum headlights, carriage taillight and that 1880-era truck body. These style features are supported by a rail chassis sporting mag and wire wheels, disc brakes, independent rear suspension and leaf front. The engine is a supercharged Ford. The Fire Engine theme is expressed with a candy apple red paint job on the body, a flashing red light atop the blower, an American La France fire engine radiator badge, chrome grab rails behind and on top of the body, and the decorative short fire ladders.

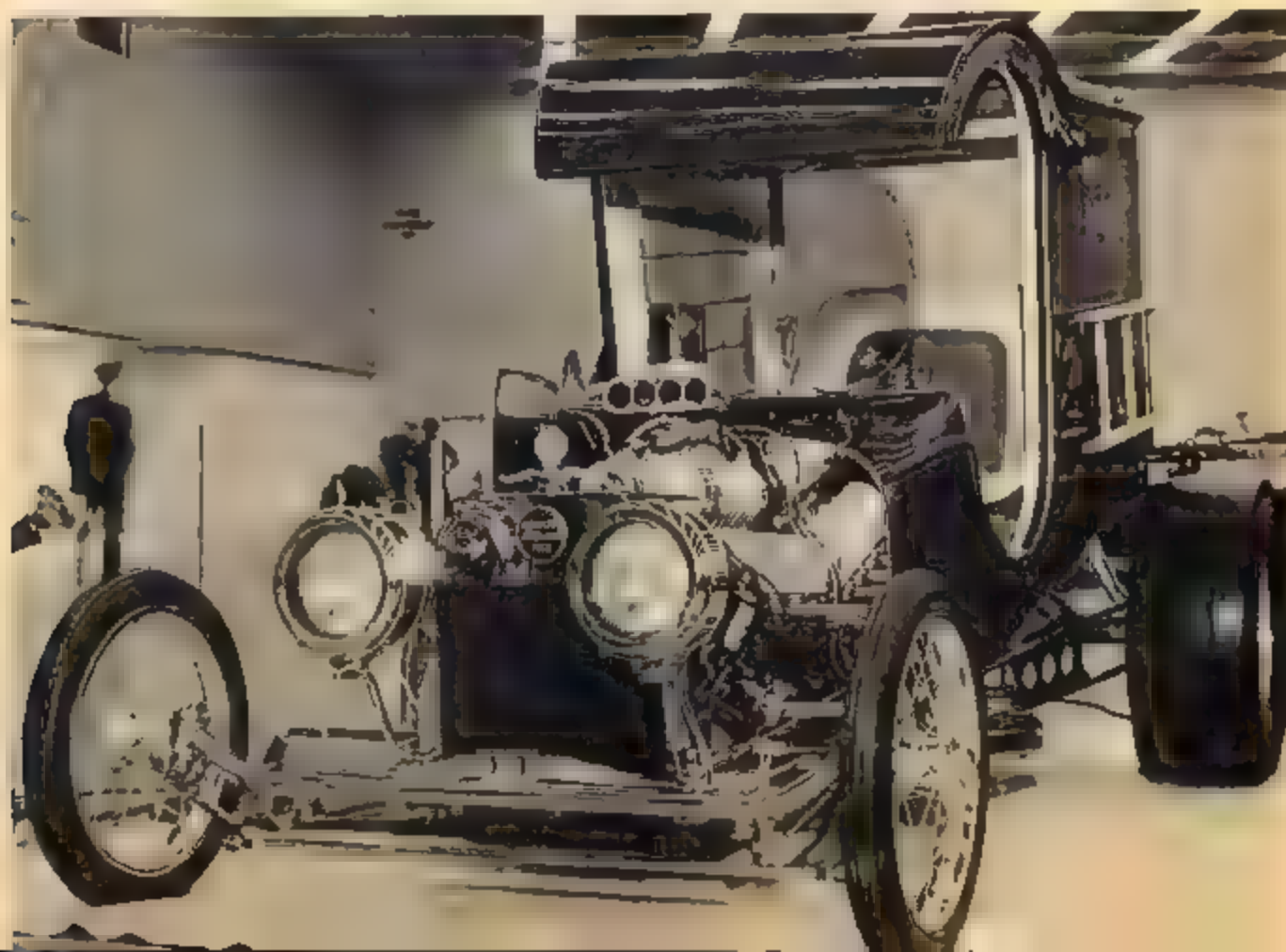
The full size car was first shown in late January of 1968, and MPC followed with this 1/25 scale model about eight months later. The model captures every feature of Miller's rod in an easy to assemble kit. The model is as much of an eye grabber as the real car, so a bit of super detail like operating lights certainly won't go unnoticed. Light installation on a car with so little body work requires a bit of trick stuff in running wires, but the photos tell all.



The red flashing light atop the blower can be made to operate by drilling out the blower with a 1/16" drill after the bottom attaching lug is sliced away.

## LIGHT THAT FIRE (ENGINE)!

Add working lights to MPC's replica of Chuck Miller's full size show champ.



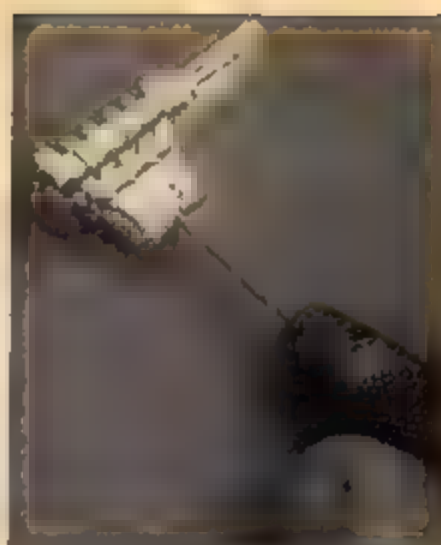




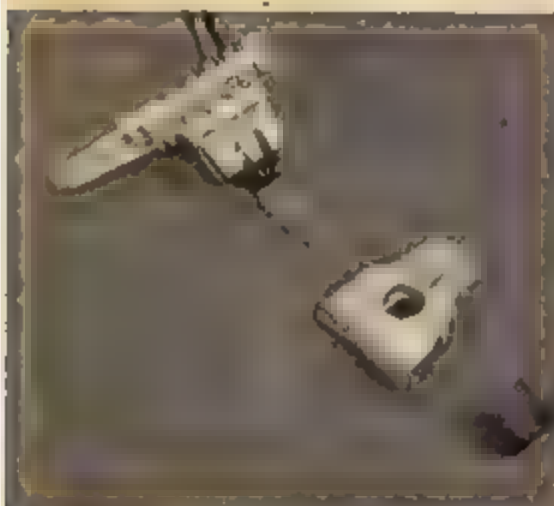
Model railroad shops carry tiny light bulbs called "grain of wheat bulbs" that are ideal for 1/25 scale lighting. Lead wires are molded into base of bulb.



Some bulbs have a needle-shaped top. Here, the red lens furnished in the MPC kit must be drilled out with a 1/16" drill to allow bulb to fit up into it as far as possible.



Two front blower stacks must also be drilled out with the 1/16" drill to fit the base of the bulb and to clear wires.



Flashing red light stop blower is now ready for assembly with "grain of wheat" bulb set to slide into blower and red lens.



Blower, air intake manifold, red lens, and "grain of wheat" bulb are glued in normal place on top of engine. Wires from bulb enter crankcase at blower and exit on top of transmission cover.



Headlights must also be drilled 1/8" to accept "grain of wheat" bulb. If the pointed type of bulbs are used, the top of each headlight must be drilled 1/16".



Part of headlight mounting bracket must be cut away to clear light wires at bottom of headlight. Glue bulb and lens in place.



Headlight wires can enter radiator shell if two 1/16" holes are drilled just under headlight bracket mounts on radiator sides.



Only two holes need be drilled in bottom of radiator since wires will be paired from each headlight.





One wire from each headlight is joined by stripping insulation, twisting two wires together, then soldering and taping joint with insulating tape. Note where wires leave headlights and radiator.



Red cross on first aid kit and markings on license plate and club plate can be highlighted by filing away paint from raised cross and figures.



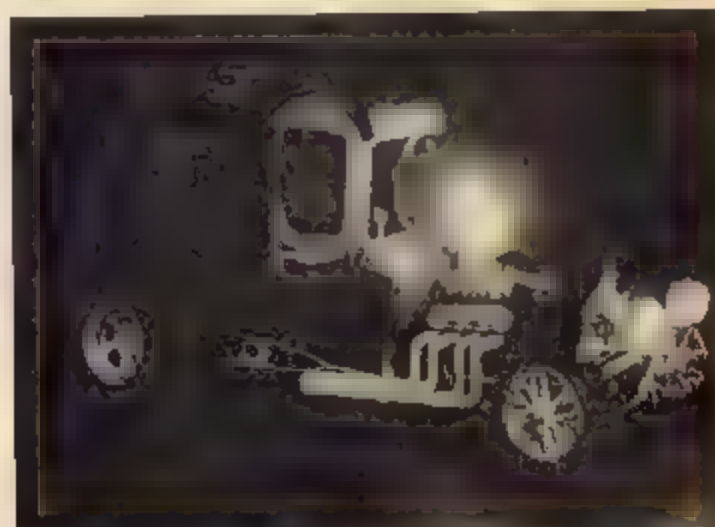
It is far easier to apply the pin stripe decals to body after it is painted but before it is glued to chassis. Paint interior of body now.



Engine's red light wiring and headlight wiring can be routed along chassis and into body as major components are assembled.



The daytime appearance of the MPC "Fire Engine" is exactly as the factory intended—a perfect replica of Chuck Miller's fabulous show car, shown here

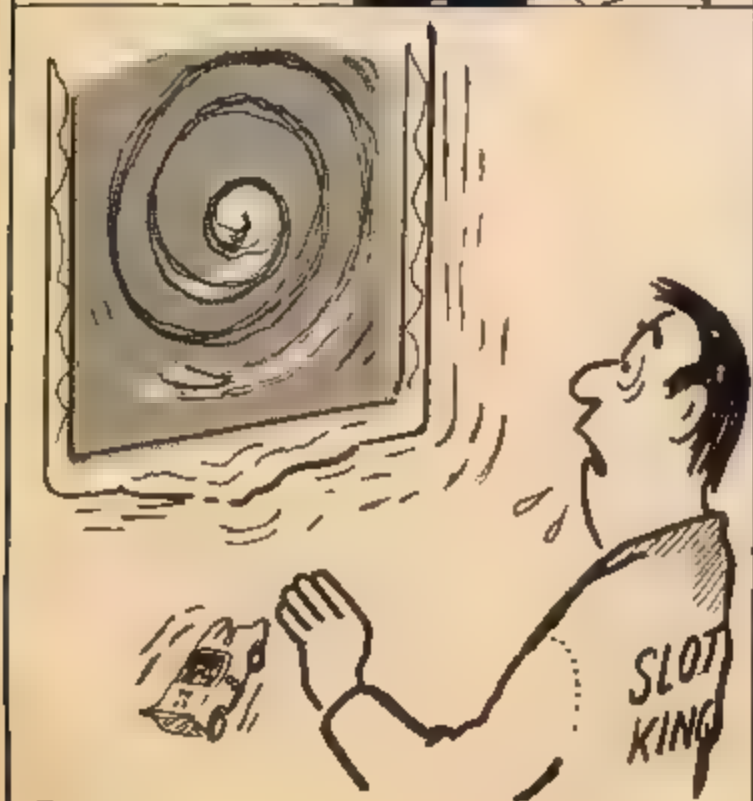
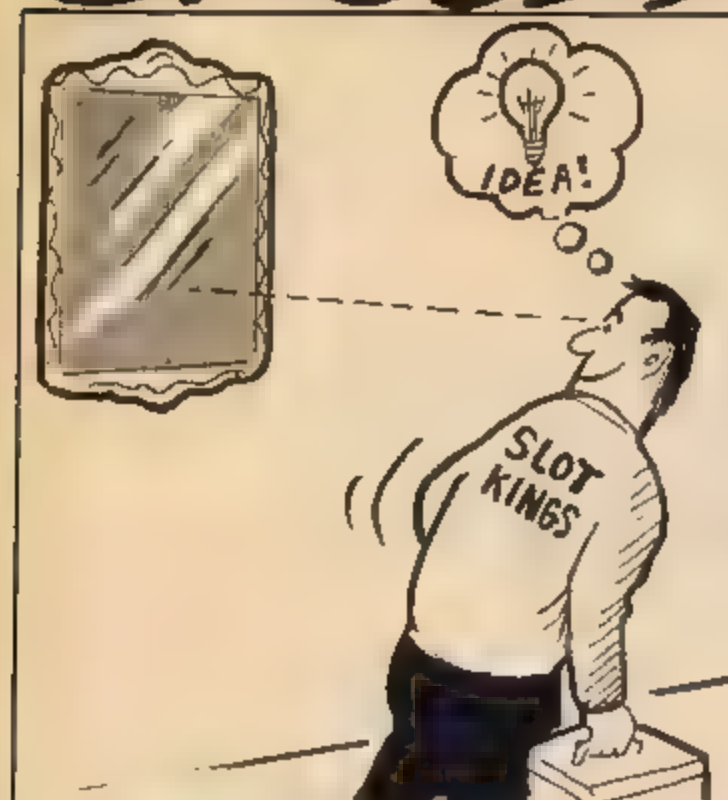


Lights that operate, installed as we've indicated here, transform the Fire Engine into a nighttime spectacle. Lights must be connected to 6-volt to 9-volt power supply. Radio stores sell a E177 9V battery the size of a AA penlight battery that'd be perfect to fit inside the body as an extra tank, or the wires can be run under a display stand to a hidden battery box.



# SPEEDY

by PUCKETT







## HOME TRACK

# LAP COUNTERS

Stop arguing and start having fun! Here's how to keep an accurate lap count in your races, and it won't cost a fortune either.

If you think that a home set and a bunch of cars are all you need to have races, you've been racing by yourself! Some method is needed to replace debatted cars in the proper lanes and to keep track of who finished ahead of whom after the race is over. The driver's opinions on how many laps they've completed is rarely agreeable to the other drivers. Home set racers have simple and effective lap counters available to fit their particular brand of track. Like all other track sections, these lap counters should be fitted with skid aprons on both sides to keep "fishtailing" cars' wheels on the track. The photos show the procedure for fitting these aprons to Revell's track. Other brands require similar techniques.

On either two-lane or four-lane tracks, each lane should be "coded" with a different color. Then, matching color stickers can be attached to the car in each lane. All the corner marshall needs to do to find out which lane a spun-out car belongs in is to match the color sticker on the car to the color code mark beside the track lane. There is no excuse for the car being replaced in the wrong lane unless, of course, the dumb driver put the wrong color sticker on his car.

Seldom does a driver/car win a race by more than a lap on a two-lane track. On a four-lane track, the relative position of the third and fourth place finishers must also be considered. To be perfectly fair to all drivers, each should be given some credit for

Club, or group, races are more fun and less fight with proper lane identification and accurate, reliable, lap counting. This is a copy of the Warwick Farm, Australia, course using Revell and Monogram track.



Revell mechanical lap counter will fit any Revell set. This counter can also be adapted to Atlas, Strombecker or Monogram track if the ideas outlined in the Nov. 1968 MCS, page 42.



Monogram's newest home set accessory is this lap counter, scheduled to be available early in 1969. Has built-in skid apron.



Two straight skid aprons are needed for each lap counter on a two-lane track.

Fractions of a lap that have been completed. Deciding fractional laps is a must if any system of qualifying races, or during-race lane changes, is attempted. The simplest system is to divide the track's lap length into tenths. Measure the lap length in inches, divide by ten, and mark the track every tenth of a lap, indicating how many tenths each mark is away from the start-finish line (the "0" tenth). If to give an example, your track is 120-inch per lap and a car has completed nine laps and stopped 38 inches past the start-finish line, that driver would be credited with 9 3/10 laps since he had just entered the fourth-tenth of a lap, but had only actually completed three-tenths. To be accurate, each lane should be measured down the center of its slot and marked at each tenth. Most will be satisfied to merely measure only one of the lanes, marking a line across the width of the track that serves as a tenth of a lap mark for all lanes. On sectional tracks, the joints between the track sections can often serve as marks for the tenth of a lap with a bit of "fudging" here and there, making the tenths a bit longer on the straight is if there are not exactly ten, twenty, or thirty track sections per lap. The numbers indicating each tenth of a lap should be marked on the track surface in some area where the car's wheels do not normally skid over them. If you are using sectional track and frequently change track plans, the tenth of a lap numbers can be marked on gummed labels to be removed and repositioned to suit each different track configuration.





Align one skid apron beneath counter-dial side of section and mark counter edges.



Cut skid apron along edge of dial marks with a razor saw.



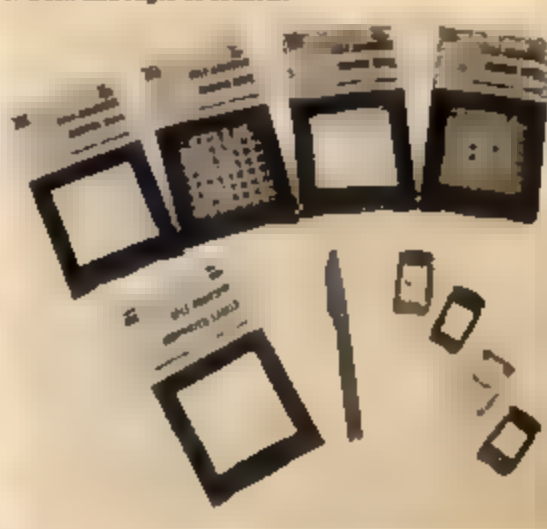
Check fit of chopped skid apron along sides of track and edges of counter.



Glue chopped apron in place with stock apron on opposite side. Remove "fences." Revell provides bright orange tape to mark location of start-finish line.



Two counters, back-to-back, are needed for four-lane tracks. These lap counters seem to NEVER miss a lap. If the car is in the slot, it counts. Period!



Avery Label brand colored self-adhesive dots and stickers are sold in most stationery stores. You'll also need paint in colors to match dot and pen.



Each lane should be color-coded with a short paint stripe applied about every foot about the track. Keep paint close to pickup strip but not on it.



During actual race, apply the Avery Label color dots to each car, matching the lane color to the dot color.



If track is marked in tenths of a lap, as described in text, identification numbers for each tenth can be marked on self adhesive stickers. Stickers are then placed near outer edge of track, can be removed and replaced if track plan is changed.



Revell's Volkswagen Station Wagon is the basis for this wild surf runabout. It's a blast to build, so proceed at maximum haste!

The Volkswagen has become the most popular teen-machine ever, and no wonder. No other car offers quite the reliability, cornering power, low cost, or parts availability combined with such a vast array of speed and custom accessories. Few cars offer so little space either, and this is where the famous (or infamous) Volkswagen Kombi or truck/station wagon enters the scene. The VW Kombis offer the same reliability, low cost, and parts availability as their smaller cousins, the Beetles, but with a more reasonable amount of interior space.

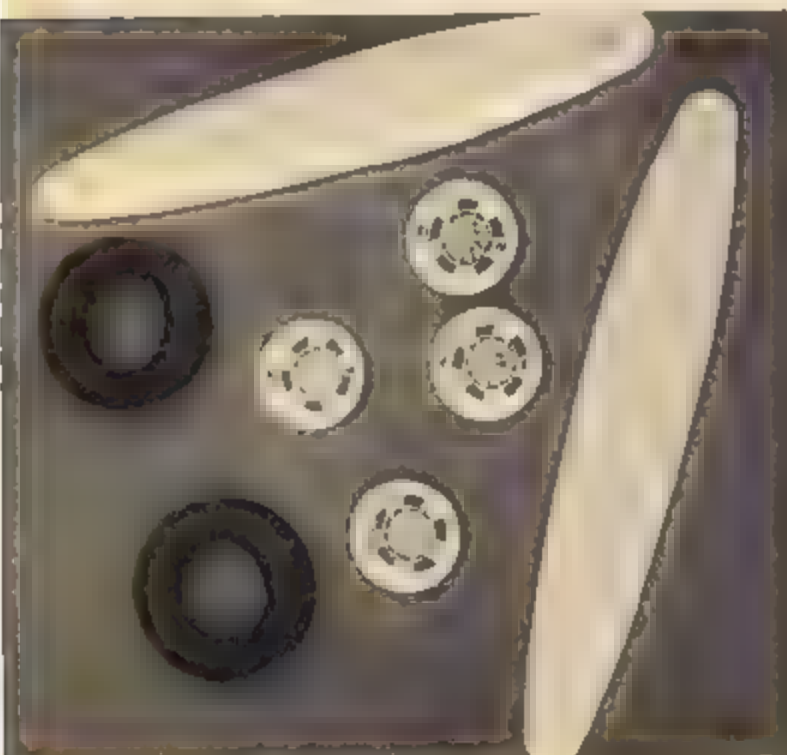
The VW Kombi, then, is one of the best places to look for a station wagon to haul both surf boards and surf bunnies (and maybe even a genuine surfer or two)—but, a Plain Jane stock VW Kombi, or station wagon is for the Near-Geritol set. The surf VW 'wagon must be a fairly radical custom to beat that ancient image.

Shortening the 'bus to run about roadster proportions is a simple way to get that custom look (especially on a plastic model kit like the Revell VW Station Wagon), so that is where the "Der Surfnwagon" and its fellow dwarf wagons begin. On the model you simply remove the pair of side doors on the right side, with an equal amount from the left side, roof, floor, and heater tube. Naturally, the center seats are eliminated from the interior. Given this much-shortened body as a starter, you can take off with as many custom parts additions as you wish from other kits. You can even drop in a Corvair engine from Revell's "Road Agent" kit to produce a Corvair/VW like Lonnie Flanders did! Paint the foreshortened VW station wagon mild or wild to suit your surfin' taste, then hope for the big bucks to buy and modify a similar full scale "Der Surfnwagon."



# DER

Lonnie Flanders' Corvair-engined VW Station Wagon was the inspiration for MCS' "Der Surfnwagon." Corvair engine from Revell "Road Agent" kit could be used here. Car is Root Beer metallic.



The rear drag slicks, surf boards, and wheel cutters from the '31 "Woody" were used on our "Der Surfnwagon." These wheels are much like EMPI's special VW "Sprint Star" custom wheels for big bugs.

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Only the right and left sides, roof, floor/chassis, and heater tube will need to be cut to produce the "Der Surfnwagon."



# SHORT NEW AGE

Corvair (left) and VW engine wagons meet at the crossing. Why not grab a few ideas from both cars for your own surf runabout?

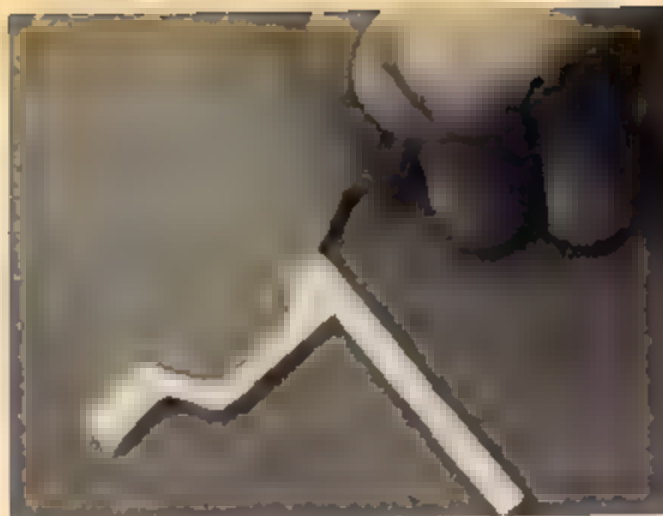


Temporarily position right side pieces to determine width of door opening. This is the EXACT amount (about 1 7/8 inch plus) that must be removed from sides, top, floor



Saw the 1 7/8-inch plus from lower panel of right side at an angle to match front wheel cutouts.





Trim off the aligning tab from bottom edge of forward half of right side so this panel can be fitted flush against door openings. File off hinges and plug holes with scrap plastic, file smooth.



You can use the back half of the right side to guide where to make the SECOND cut on left side. Windows overlap to provide a guide to alignment when marking.



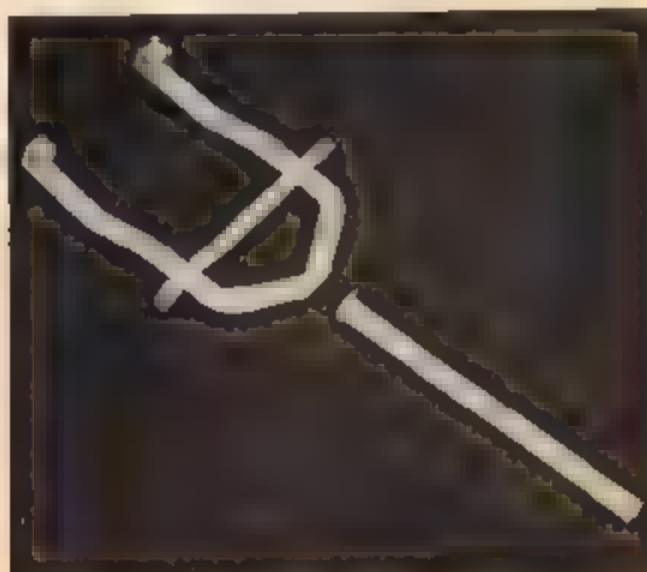
Here, the 1 7/8 plus" section has been cut from the left side. This panel, center, can be discarded.



Equal size panels must be cut from roof to match its length to that of sides. Again, center panels can be discarded.



Floor/chassis must be shortened an amount equal to roof and sides. Make first cut just behind first front cross-member.



Heater tube must also be shortened by removing about 1 7/8 inch from its center.



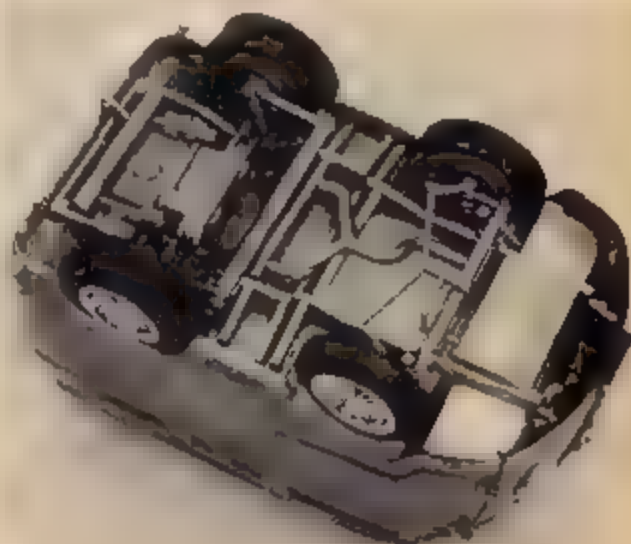
Front cross member must have a notch cut into it to clear part of the wye on the shortened heater tube.



Shortened sides, floor, roof, and heater tube are glued together again, then assembled following Revell instructions. Center seats and floor are not used.



Sunroof canvas piece is thinned down and glued over top of roof to just over-lap edge of roof opening. Note how the heater tube and crossmember must fit. Joints on body sides and roof will be filled in and sanded smooth by more ambitious modelers, but even without filing, joint is not obtrusive.



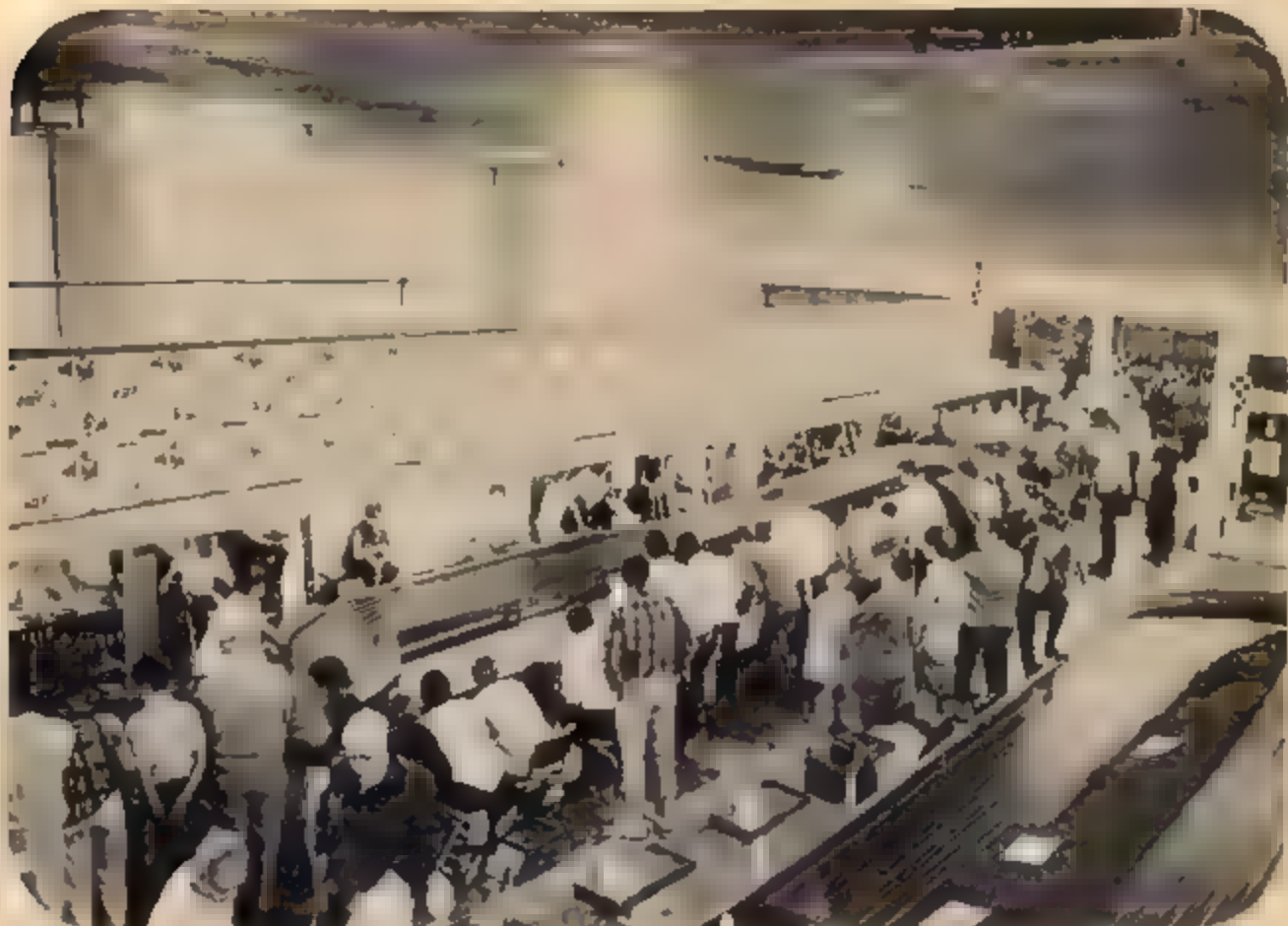
Decals from the wrapbox were added to give as much of that "Made in der black forrest by elves" look as possible. This "Der Surfnwagon" is German racing silver with black roof and interior





# THE 5TH MCS/USRA 1.A. ROAD RACE

By Gene Husting    Photos by Al Hall



Mike Steube takes all the gold

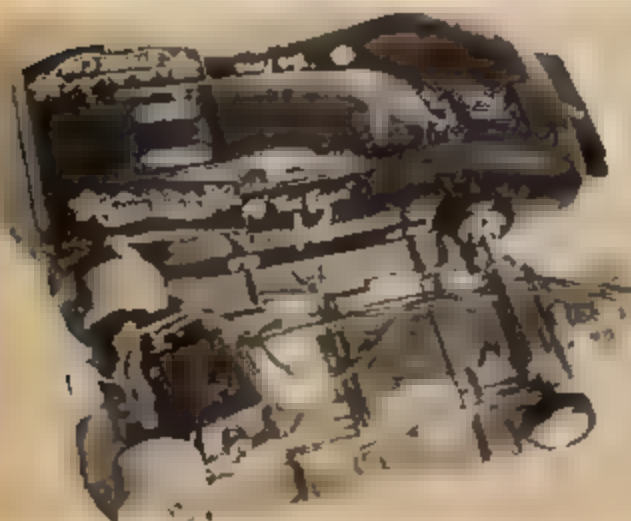
*Scene of the action was at Ron Granlee's Speed & Sport Raceway in Lynwood, Calif. Ron built a new high speed track patterned after the Riverside road course. Two huge batteries power the track and this is the first race we've had where I never heard one complaint about lack of power. The cars literally fly down the 55-foot-long straightaway.*

*Where do these fantastically fast motors come from? From the minds of these three gentlemen. Bill Steube, on the left, always builds motors equal to or better than any other motor in these races. On the other hand, Bob Lenz and Ron Mura have teamed up to produce the best selling production slot racing motors in the country. And the best part is they're always coming out with something newer and better for us.*





*A familiar sight at any race is the pit area where last minute repairs are the order of the day, and the wildest fish story ever told never had a chance against some of the race stories that have been heard. But then, bench racing is almost as much fun as the race itself.*



*Main event winning car was built by Mike Staube and featured the latest in chassis design with the plumber type body mounts which, besides allowing the outriggers to tilt up on the sides, also allow the whole back of the body to raise up an additional one-quarter inch. Power is naturally by Bill Staube, Sr., and tires are by Associated.*

#### W MAIN

PLACE	NAME	TEAM	LAPS
1	MATT AZZARA	SPEED & SPORT	120
2	JACK GARCIA	DYNAMIC	117
3	JOHN CUKRAS	MURA	115
4	DAVE GRANT	LENZ	113
5	BERNIE ERTRACHTER	ZIMMERMAN	112
6	BILL STEUBE JR	CHECKPOINT	111
7	DAVE HOWARD	CHECKPOINT	108
8	JOE KELLEY	DYNAMIC	106

#### A CONSOLATION

1	BERNIE ERTRACHTER	ZIMMERMAN	80
2	MATT AZZARA	SPEED & SPORT	78
3	CHARLIE NELSON	CHECKPOINT	77
4	BRIAN AYHERTON	—	74
5	PHIL RUBIN	MURA	74
6	MIKE KONDO	—	73
7	LEE GILBERT	—	69
8	JOHN ANDERSON	ZIMMERMAN	14

#### CONCOURS POINTS STANDINGS

1	LYNN FLETCHER	5
2	RAY GARDNER	3
2	GEORGE SYSINGER	3
2	MIKE MORRISSEY	3
2	BERNIE ERTRACHTER	3
2	BUD DILL	3

#### L. A. CHAMPIONSHIP POINT STANDINGS

1	MIKE STEUBE	42
2	TERRY SCHMID	32
3	JOHN CUKRAS	22
4	DOUG HENLINE	16
5	LEE HINES	11
6	CHARLIE NELSON	10
6	JACK GARCIA	10
7	BRYAN WARMACK	6
8	KEITH TANAKA	6
8	CHRIS VITUCCI	6
9	JERRY COWAN	4
9	DAVE HOWARD	4
9	MATT AZZARA	4
10	JOHN GALLEGOS	3
10	BRUCE ERICKSON	3

#### THIRD M.C.S./U.S.R.A. AMATEUR RACE

PLACE	NAME	E.T.	LAPS
1	KEN KESSIE	6.80	200
2	CHARLIE NELSON	6.42	196
3	BILL MARQUETTE	6.56	194
4	JIM POWLER	6.32	187
5	AL MARCH	—	177
6	TOM EATHERLY	6.51	161
7	LEE GILBERT	6.58	138
8	MIKE KONDO	6.61	110

#### CONTRIBUTORS

*who help to make it all possible*

#### SPEED & SPORT

#### ASSOCIATED

#### OFFICIAL TIMEKEEPER

#### DYNAMIC

#### TITAN

#### RUSSKIT

#### AUTO WORLD



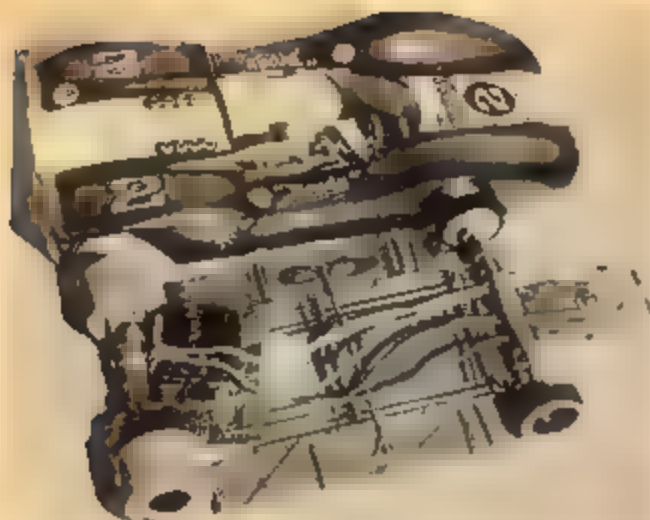


Some of the best racing talent in the country in the main event lineup. On the left, kneeling down corner marshalling, is Bill Staube, Jr. Bill just spent two years serving Uncle Sam. Having been out only one week Bill still made the semi-main. Driving on the left is Mike Staube who had second quickest qualifying speed with 5.15-5.15 and 5.16, and went on to win a very close main event and gather an impressive lead in the points race. Jerry Brady, currently the hottest driver in New York, had second quickest qualifying time and also took second in the main. Terry Schmid, Mr. All-American Boy Wonder, had third quickest qualifying time and took third in the main.



Bruce Erickson, who showed a fantastic display of driving, putting his Staube ready-to-run in the race with quick qualifying time of 5.14. Have you ever heard of a closer qualifying race with the first four cars only .01 apart-5.14-5.15-5.15-and 5.15. Talk about competition!

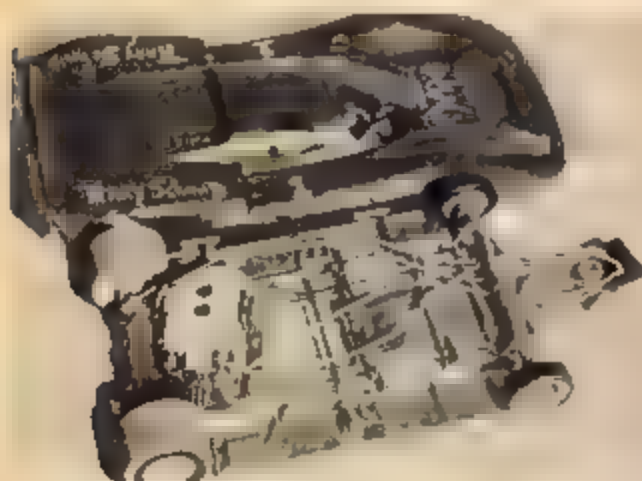
FINISH	NAME	TEAM	ET	LAPS	BODY TYPE	MOTOR	REWIND TURNS #WIRE	MAGNETS	COMMUTATOR
1	MIKE STEUBE	CHECKPOINT	5.15	200	DYNAMIC PORSCHE	STEUBE	-25	MURA	THORP
2	JERRY BRADY	DYNA	5.15	186	PORSCHE	DYNA	-25	ARCO	DYNA
3	TERRY SCHMID	MURA	5.15	197	DYNAMIC PORSCHE	MURA	-028	MURA	MURA
4	JACK GARCIA	DYNAMIC	5.28	196	DYNAMIC PORSCHE	DYNAMIC	-25	DYNAMIC	DYNAMIC
5	MATT AZZARA	SPEED & SPORT	5.44	154	DYNAMIC PORSCHE	MATT-MURA	22-25	MURA	KIRKWOOD
6	BRUCE ERICKSON	DYNAMIC	5.14	1.25	DYNAMIC PORSCHE	STEUBE DYNAMIC	30-25	MURA	MURA
7	DAVE GRANT	LENZ	5.32	180	DYNAMIC PORSCHE	LENZ	-028	LENZ	LENZ
8	JOHN CUKRAS	MURA	5.25	164	ALFA	MURA	028	MURA	MURA



*Jerry Brady, now running for Dyna, took second in the main with this clean Porsche painted by Dave Bloom. Brady also used a plumber type chassis with R.V.M. front tires and wheels and TAD rear tires and wheels.*



*This has to be the fastest ready to run ever. Bruce Erickson bought a standard Staube chassis and a Staube rewind Dynamic motor, added a Dynamic Porsche body and proceeded to set quick time with it.*



*Terry Schmid was running one of the latest Mura pink motors with the white endbell and finished in third place with this combination. The additional points gave Terry a strong hold on second place in the points standings.*



*Concours winning honors went to Bernie Ertrachter with his finely detailed Porsche. These Dynamic Porsches were the overwhelming favorite of the race.*

FRONT WHEELS	FRONT TIRES	REAR WHEELS	REAR TIRES	TIRE GOOP	GEARS & GEAR RATIO TO 1	CONTROLLER	PICKUP
ASSOCIATED	ASSOCIATED	ASSOCIATED	STAUPE ASSOCIATED	CHECKPOINT	COX 4.8	PARMA RUSSKIT	DYNAMIC
RVM	RVM	TAD	TAD	MCD	COBRA 4.2	PARMA RUSSKIT	DYNAMIC
ASSOCIATED	ASSOCIATED	ASSOCIATED	ASSOCIATED	MURA	COX 4.8	PARMA RUSSKIT	DYNAMIC
DYNAMIC	DYNAMIC	DYNAMIC	DYNAMIC	MOD 3	DYNAMIC 4.8	WESSELS RUSSKIT	DYNAMIC
ASSOCIATED	ASSOCIATED	ASSOCIATED	ASSOCIATED	OWN	COX 4.8	RUSSKIT	COX
DYNAMIC	ASSOCIATED	ASSOCIATED	ASSOCIATED	MOD 3	DYNAMIC 4.5	RUSSKIT	DYNAMIC
RVM	RVM	CHECKPOINT	CHECKPOINT	POS-TRACTION	REHCO 4.8	PARMA RUSSKIT	COBRA
RVM	RVM	COBRA	COBRA	DART	REHCO 4.8	PARMA RUSSKIT	COBRA



# Baja Beastie

By "Brick" Price

Aerodynamics for the dune buggy



A flying bathtub? That may seem like a harsh description but it fairly well sums up the appearance of a dune buggy at full tilt. They are superb as off-the-road vehicles but, like anything else, have their drawbacks, as any driver who has ever raced one at Baja can tell you.

Aerodynamics is the biggest gripe. A Peterbilt truck looks like the X-15 next to a normal dune bug. Many of the drivers lost precious time on the paved sections of the Baja run because they couldn't develop the top speed needed.

The second big hang-up is the lack of weather protection. At Baja the dust is thicker than London's fog or else the rains come on like monsoon time in Asia. Either way, it's not very pleasant for the drivers.

The final objection is the "ugly duckling" appearance of the typical dune bug. After all, what's pretty about a fiberglass bathtub?

Well, we can remedy this and all the other ills with just a few major changes and some minor adjustments. After all,

why can't we be comfortable, fast, and good looking while having a good time?

The basis for this model is the Meyers Manx kit by AMT. You will also need the fastback top from the AMT Cobra kit or the '57 T-Bird kit. The VW engine is fine, but a car with styling like this deserves a hotter setup. The trend in full size buggies is the use of Corvair or Porsche power plants. I used the radical overhead cam setup from the Astro kit. The tires and rims should be very wide, but stay away from slicks and mag. Steel rims are stronger and cheaper to replace if they do break.

The side tanks were easy to construct and they serve the twofold purpose of extra gas tanks and gravel shields. Head and taillights are a must, even on an all-out competition buggy. Most drivers prefer several pairs of headlights to pierce the blackness at Baja.



Assemble the VW engine halves and cut the transmission off just in front of the bell housing. Glue the VW trans to the rear of the Astro engine. Finish the rest of the engine per kit instructions with the exception of the exhaust headers. The Astro/VW engine will now mount in the same manner as the stock engine. Assemble the remainder of the chassis as described in the kit.

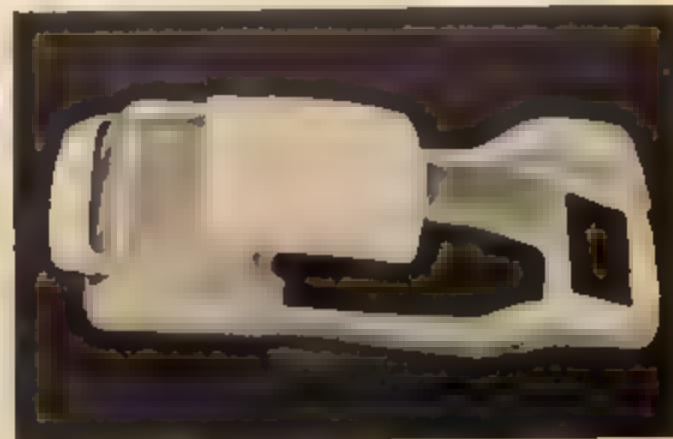


Cut the fenders so that they will form a straight line.

30/Model Car Science



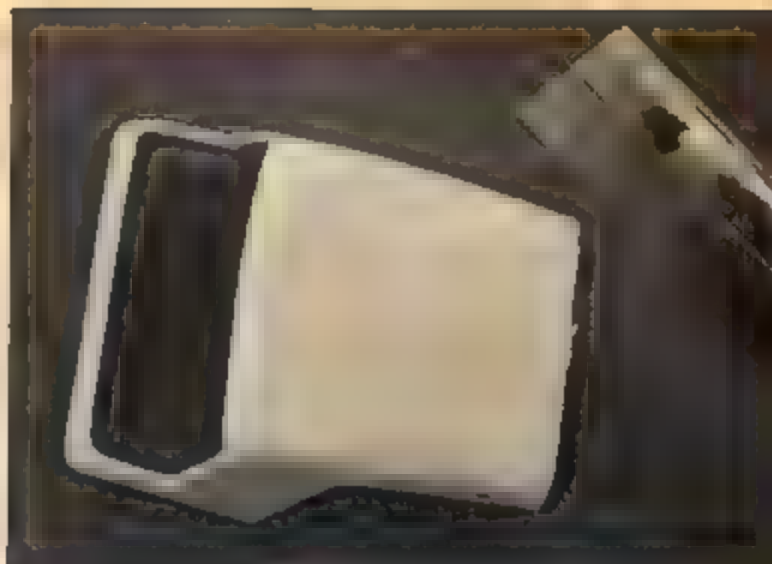
The Cobra kit by AMT was the source for the fastback roof. Sand it flat on the bottom using 400 grit sandpaper.



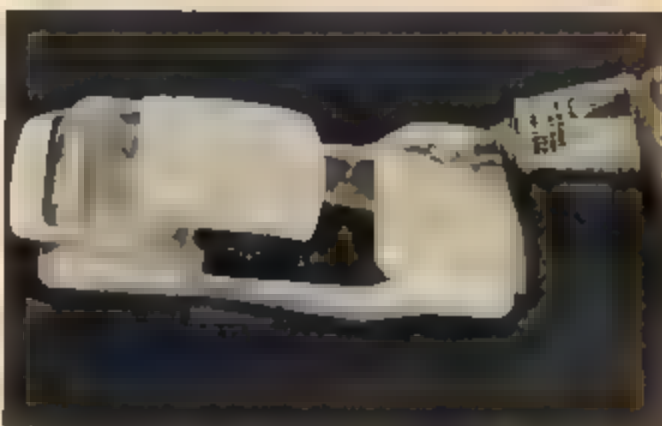
Glue the top to the Manx body and set aside to dry at least overnight.



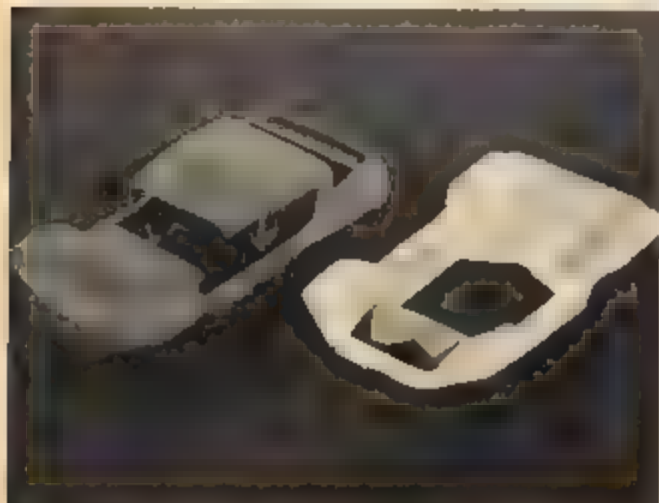
*Cut the Cobra top 3/8-inch back from the front. Cut an equal segment from the Manx top and mate the two pieces.*



*Mold the top into the fenders and form the rear deck with putty.*



*Glue the gas tank and hood in place. Sand the Manx emblem off the hood. Fill the recessed areas around the hood with body putty.*



*Sand the putty smooth in all areas of the body, paint and let it dry overnight. The body should now look like this (shown) as compared to stock body next to it.*



*Carefully sand the rear window so that it fits neatly on the OUTSIDE of the window opening. Glue it in place using LIQUID cement.*





Trim the windshield and frame to fit in its new position, which is lower and angled back.

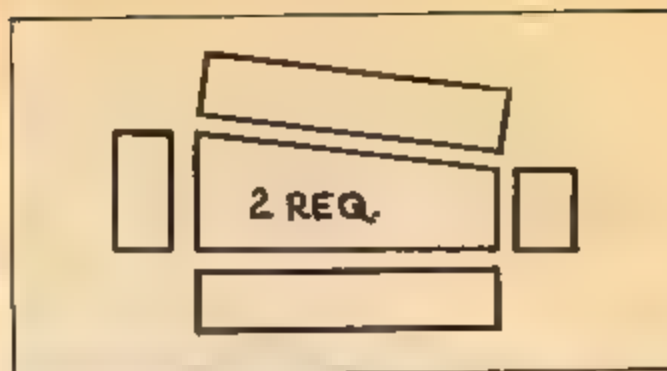


Paint the tanks silver and the straps flat black. Use contact cement to secure the tanks to the body between the wheels.



Cut a pair of stock Corvair headers just before the first bend. Cut the "U" shaped section from the rear of the headers. Drill out the exhaust pipe and paint flat black inside.

32/Model Car Science



The side tanks are built with .040-inch sheet styrene. Glue the pieces together and fill any imperfections with putty. The leather straps are made from 1/16-inch wide card stock.



Cut a pair of '68 Corvette taillights in half and glue them under the tail section. '68 Corvette running lights are inserted into holes drilled under the nose section.

Well, what else would you call a routing attachment that fits Dremel's Moto-Tool?

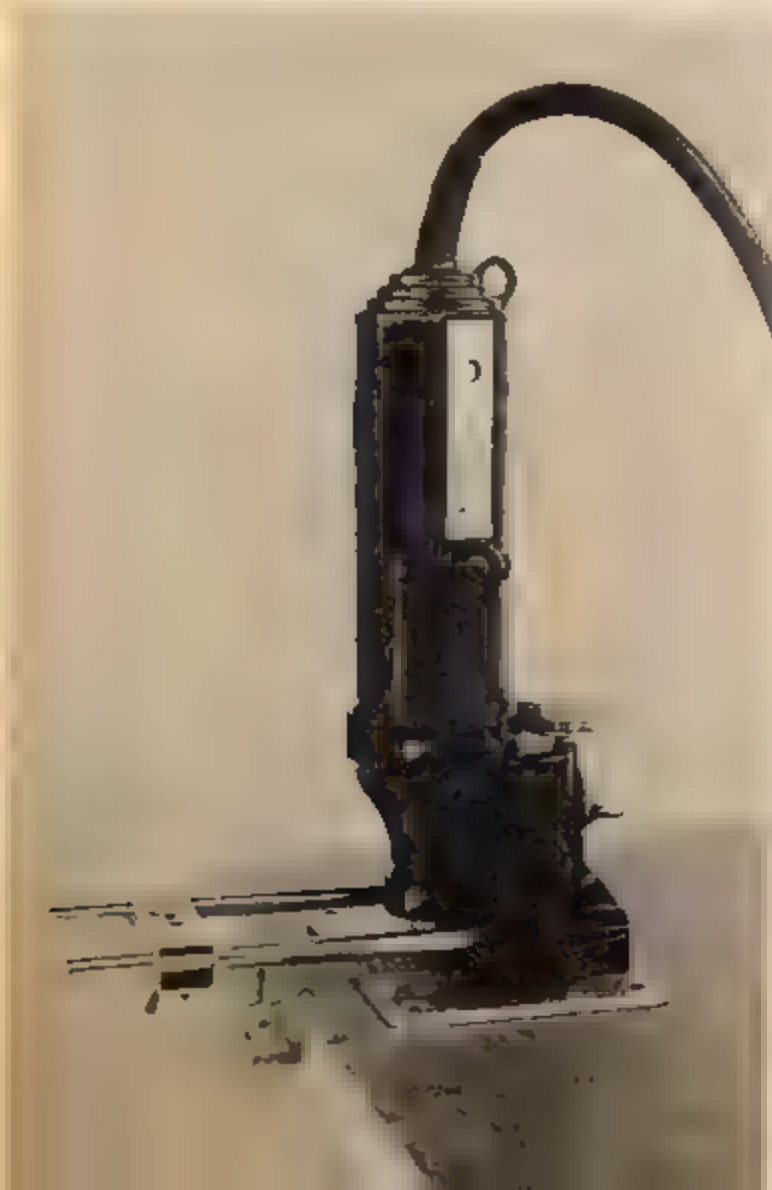
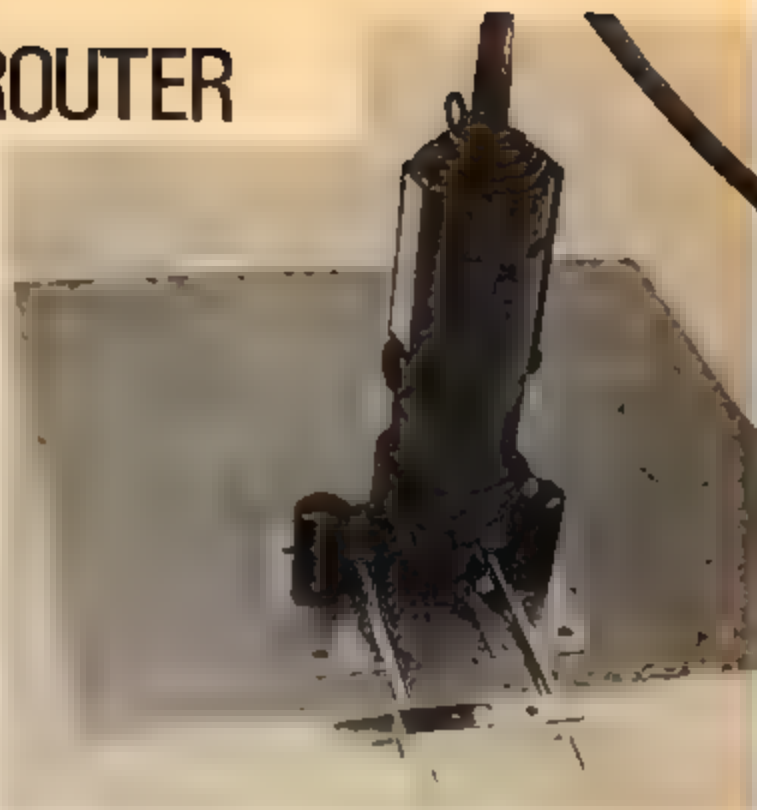
## MOTO-ROUTER

Dremel Manufacturing Company's handy Moto-Tool has been reported on several times in the pages of MCS in the past. It's one of the finest multi-purpose rotary tools on the market, and ideal for model building. When a new attachment becomes available, we like to report on it instantly, because these people just don't make attachments that do not appeal to the modeler.

Dremel's newest trick is a routing attachment that fits their latest Constant-Torque Moto-Tool number 260, 270 and 280. A special sleeve is needed (and included with the routing attachment) to fit the router to the number 260 Moto-Tool. A knurled knob on the side of the attachment lowers or raises the router bit and a calibrated scale on the side of the router housing gives you an accurate measurement of the cutting depth. An edging guide is included too that permits straight cuts to be made with great accuracy.

The first project that came to mind when we saw the Dremel routing attachment is a custom HO slot track. A handy router like this one is capable of cutting the fine grooves in a piece of particle board that is needed for HO scale. So . . . that's the project we're working on right now. Watch for it soon.

For more information, write directly to Dremel Manufacturing Company, Dept. MCS, P.O. Box 518, Racine, Wisconsin 53401.





# Model of the Month

## HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 17, Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.



The "Never Land Express" wins this month's \$25.00 Savings Bond for its builder, Joe Chusano, of 1189 East 15th Street, Brooklyn, N.Y., 11230. Joe's Funny Car is powered by a 427-cubic-inch Ford, completely detailed, including spark plug wires and fuel lines. It also has a removable dip stick. Headers were painted flat white, the collectors made from large eyelets with cotton glued to them to look like smoke. The interior is painted with flat aluminum. The driver seat has handmade belts, made from white tape. The roll bar has been padded with pipe cleaners. Windows are made from green vellum. This wild thing is trimmed beautifully, with an orange chassis, yellow traction bars, and a seven coat AMT Devil's Red Metal Flake paint job. Lettering is white, with gold press-on lettering. The front and rear bumpers were painted with flat aluminum to look like fiberglass. Cool machine, Joe.



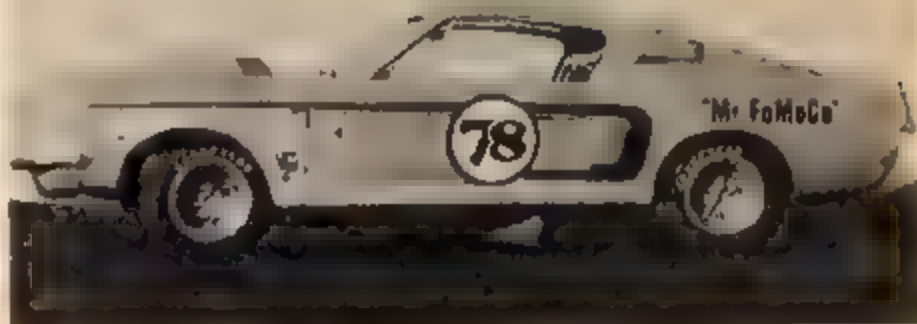
"Mighty Mack" from the Wayne Mulligan stable, impressed us enough to make the field this month. Wayne lives in San Mateo, California, which accounts for those wild "stacks." That Chrysler power is from Monogram's Boot Hill Express, the back mags from AMT's Munster Coach, front mags from AMT's 1967 'Vette, headlights and tools from a '34 Ford pickup, and back axle from a '57 T Bird. Tires are from Revell's Thames Panel Truck, front axle from the Outlaw, and the whole thing is finished off in gold leaf Super. Wayne!



All the way from Artarmon, Australia, comes David Muir's beauty, simply named "The Wagon." The car is basically AMT's Wild Dream, with a van-type roof grafted on. The circular rear door works, and is entered via the link ladder and hand grips. The grille is drilled aluminum, with Cibie headlights (via a Jofhan Chrysler). The Hurst mag wheels are from Jofhan's Toronado. The mirror is a Monogram 540K Mercedes-Benz. A sub frame was built under the '53 Chevy rear axle to support the ball point springs, the van section and the gas tank. Incidentally, the gas cap filler is made up from a "knock off" hub and a piece of an IMC Ford GT exhaust. Ingenious, David.



A sharp Shelby Cobra GT-500, from Gustavo Martinez, of Monterey, Mexico. Our south of the border friends build good stuff, too, as you can see here. The car is, of course, AMT's 1968 model, finished with eleven coats of Insignia Red with white and red interior, a steering wheel from AMT's 1968 Fairlane Torino GT, a Sun tach and a chromed roll bar. The wired engine is complete with hoses, linkage and fuel lines. The exhaust system is scratchbuilt. Shelby mags were deepened by using AMT's 1968 Corvette deep wheel rims, on Good-year wide treads. Magnifico, Gustavo!



Are you strong enough for this? Is the world ready for Bouko Kor's air-powered slot car? Wild, Bouko. Are all of you Winnipeg, Canada, modelers equipped with wild imaginations? After much trial and error, Bouko decided on a stock Wilson slot motor, with a three-blade Cox prop attached. The frame was made out of rod, as was the screen covering the prop. Seats and foot rests were made from tin plate. Threaded axles run through 1/8-inch tubing. The terrified driver is an Ulrich Mini-man. Performance is reported good. Acceleration is fair and top speed on a commercial track is comparable to a stock 1/32 car. Braking is achieved by switching the reverse switch on the panel and gunning the motor. It's effective too! The cornering is very poor, but it does manage to get around. Bouko says try it, and maybe we will!







The '41 Willys lives! And it's hiding in Andy Mack's show case, at his home in Corning, Iowa. This Revell goodie sports six coats of Testor Diamond-Flake Sapphire Blue paint. Andy added a chrome blower from MPC's 1967 GTO and head covers from AMT's 1958 Chevy. The engine is wired, of course, and a decal was added to the painted battery to give it more authenticity. The interior is flocked yellow with pieces of purple felt wicking used for floor mats and inner door panels. Seats and custom headrests were painted the same color as the body. Andy added a chromed dash with tach, a fire extinguisher and two chrome surfer helmets. Deep-dish Iron cross mag wheels came from Monogram's Red Baron kit. Chrome tools and flares were added to the yellow flocked trunk. Yellow tinted windows set off the chrome nerf bars. Wheelie wheels were made by stretching Aurora HO stock tires over AJ's aluminum silicon hubs. A lot of clever innovations, Andy. Congratulations.



Clyde Criner rides again! Clyde hangs out in East Greenbush, N.Y., and evidently spends a lot of time building groovy models. This '67 Stingray has a scratched tube frame with Revell chassis components, a fully wired 427 Chevy engine, and wired fuel tanks too, along with a nifty metal aluminum interior. The body is finished in four coats of psychedelic Testors transparent blue, red and Metal Flake red, Pacifica Oriental Purple, Lemon Yellow and Pansian Green Zowie!



A hustling coach, if we ever saw one! James Newcomer, from Waterloo, Iowa, used UPC's 1/48 scale State Coach of England body, dropped in a blown Pontiac, added "organ pipe" exhausts, a gold Model "T" radiator shell and a drag chute. The car was finished in royal blue and dark red paint, with gold trim. The way to go in style!



Panel trucks turn us on, and Bob Brunner, of Pana, Illinois, certainly built a huu. This '32 Chevy sports a bright yellow chassis with silver detailing. The power plant is a wired and chromed '60 Buick. Lights are from AMT's Munster Coach. The customized interior is very colorful, with white seatbacks, red felt cushions and red glitter fronts. Black wall to wall carpeting covers the floor. One-quarter inch was chopped off the bottom of the body to achieve the sloping appearance, starting from zero inches at the bottom back. The finish is candy sapphire blue over gold undercoat, with white Auto World 1/32-inch tape for accent lines. Gold glitter covers the main surface of the roof. Fender edges are painted silver, and the fenders themselves are black. An extremely handsome panel truck, Bob.







# A TRANS-AM JAVELIN

For the street, by Jo-Han!

American Motors has become one of the most progressive auto manufacturers in the world. In a few short years they've brought about a complete reversal in their image, styling, performance and sales. Even the name "Rambler" is now taking a back seat to American Motors.

Javelin is spear-heading their performance image with a successful record in Trans-Am racing. Trans-Am sedans are basically the same pony cars that we're used to seeing on the streets and strips.

The upper displacement limit for these cars is 305 CID. In this class, only four-passenger sedans with a minimum weight of 2800 lbs. and a maximum wheelbase of 116"

may compete. One very appealing facet of this type of competition is that all of the equipment must be available through your local dealer.

Needless to say, if you've got the bread, you could build one of these factory bombs for street use. A squat, mean-looking, red, white and blue Javelin should turn a few heads at the drive-in.

The basis for this Trans-Am/Street racer is Jo-Han's neat-looking '69 Javelin kit. This kit even has a complete and separate Funny Car chassis. Save it to build a wild Funny later.

by "Brick" Price



1.) Remove all emblems, side lights, hood scoops, and the kick panel molding. Cut the spoiler segment from a corvair rear deck and glue and putty it in place. Set this aside to dry for at least eight hours to avoid shrinkage.

2.) Carefully cut the stock taillight strip from the rear bumper. Cut a section equal to the width of the taillight from the custom roll pan and glue to the body.

3.) Cut the grille bars out of the Javelin's grille and drill out the turn indicators. Sand the chrome off of the lower half of this piece and mask the upper half with tape and clay.

4.) Cut a piece of cardboard to use in masking the car for painting. Use Scotch Tape on the car to separate the colors and use the cardboard to prevent over-spray. From front to back the color scheme is red, white and blue. Try using Metal flake for a custom touch.

5.) Drill small holes in the steering wheel spokes for more realism before installing it to the dash.

6.) The interior is flat black and stock except for the roll bar from AMT's Galaxia kit.

7.) The chassis is stock except for the tires from AMT's Dune Buggy and the mags from AMT's Chevy Impala.

8.) The stock engine is painted flat red and fitted with the three-carb setup from a 427 Chevy. They fit without any modification. Of course the engine is wired.

9.) Glue two strips of 1/8" wide black paper to the rear window before assembling the body.

10.) Here's a neat bit of detail-working hood pin locks! Most hobby shops sell packs of plastic HO nut and bolt assemblies. Drill a hole in two of the larger ones and thread lengths of small gauge wire through them. Drill holes in the hood to accept the pins but don't glue them in place. Thread the other ends of the wire through the grille and secure them to the chassis.

11.) The grille is for real! Kemtron makes this fine meshed grille for HO trains. Use contact cement to hold it in place behind the grille shell.

12.) The sponsor decals, meat balls and numbers are available at slot car stores.

13.) The Kamm effect rear end is evident in this shot.

14.) The Javelin looks wild from any angle. As they say in the airline ads, "Fly the American way."





For reasons never credibly explained to me, none of the American body or kit manufacturers have had the courage to offer anything even resembling a current Grand Prix car 1/24 fans have a wide choice of both scale and "cheater" bodies to choose from, and even the HO GP racing fans will be satisfied with Aurora's new Slim Line series of cars—1/32 scale racers will have to search elsewhere.

The elsewhere, in this case, is Jolly Old England. The excellent Airfix/MRRC Honda and Eagle GP kits and ready-to-run are but two bodies out of a range of dozens that other English firms can supply. To show you just what else is available from over the pond, we raided C. D. Fitzpatrick's "Classic" Body Works, 61 Larkfield Lane, Southport, Lancs., England. The "Classic" series of 1/32 scale bodies are molded in that pioneer medium-fiberglass. For a 1/32 scale GP body, fiberglass has an advantage over clear plastic in that the engine detail (and all detail, for that matter) on the fiberglass body is molded on the outside of the body rather than hidden under a thick layer of clear plastic. When about 1/8 of the car is a minutely detailed engine, as it is in most of the current Grand Prix cars, it's nice to have the tiny details crisply molded. "Classic" introduces about two bodies every two months, so by the time you read this, several additional cars will be available. Currently, however, the 1968 Lotus 49B, 1968 Matra V-12, 1968 McLaren MkVIIA, 1968 Lotus 56 Indianapolis turbine, and the 1967 Ferrari, Lotus 49, Eagle Weslake, and BRM H-16 are offered in addition to a host of sports and

GT car bodies. Any of these bodies are available in blue, red, green, orange, or white fiberglass. Each includes a rather crudely molded clear plastic windshield that has the proper shape, but must be trimmed to fit. Any one of the above bodies sells for about \$2.00 including air mail return postage.

Fiberglass bodies offer a bit of a challenge to the modeler in trimming to fit the chassis, providing body mounts, painting and detailing. The fiberglass itself is extremely strong, but a bit brittle. Consequently, it is wise to use sharp drills, saw blades and files when cutting out the axle slots. There is usually only a set of four axle slots to be cut from the body on a Grand Prix car, so the inexperienced modeler should have little difficulty in fitting any one of the "Classic" Grand Prix bodies to either the Monogram or Atlas 1/32 scale GP car chassis or any other chassis with the Mabuchi 13D/Revell SP40 size motor. A jeweler's saw or a very fine tooth blade in a jig saw are the best cutters for fiberglass, with round and half-round jeweler's files to smooth off the cut edges. If your skin is sensitive, you had best wear rubber gloves while cutting the fiberglass as the tiny fiberglass "hairs" can irritate some skins. Your time and effort will be well rewarded when you are able to race a brand new model of a brand new full size racing car. There was a time in the dim past of model car racing when almost all bodies were fiberglass. Maybe you should try one of these "Classic" 1/32 scale 'bods and see what you missed . . . .

# BACK TO FIBERGLASS

By Robert Schleicher

Return to the "Good Old Days" when the really good bodies were made of fiberglass. Here's how to build a scale Formula One car, using a body from across the pond.

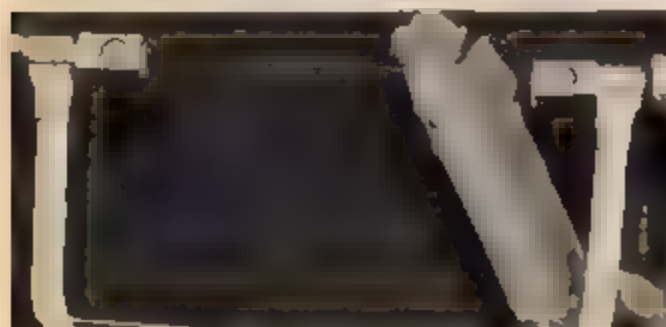




Rear suspension bracket (nylon) must be trimmed away to clear 29-tooth crown gear.



Test fit body over chassis and mark areas that must be cut away to clear axles, spacers, bearings and suspension members. This is Classic's McLaren Mk VIIA 1968.



Cut straight into the edges of the 1/8-inch holes with the jeweler's saw and remove all four U-shaped pieces. Openings will have to be enlarged beyond 1/8-inch to clear portions of rear axle bracket, bushings and front suspension. Make frequent test fittings of body over chassis to see what areas need to be cut away to clear. Use files for final shaping.

The Monogram 1/32 scale Grand Prix Lotus or Ferrari kits can furnish the chassis for more up-to-date GP cars using one of the English "Classic" brand bodies plus a six-tooth pinion gear and a 27-tooth Rigen crown gear, 1/8-inch and 3/32-inch brass tubing, .040-inch piano wire, with new rear wheels and tires to suit your track.



Sides of Monogram rear axle bracket are bowed in to clear new body. Monogram rear tires and wheels have been sanded down slightly and put up front with Rigen closed cell foam rear tires and wheels.



Slowly drill 1/8-inch holes where axles would pass through body both front and rear.



Use a number 72 drill, held in a modeler's pin vise, to drill one hole at each spark plug location on each cylinder head.

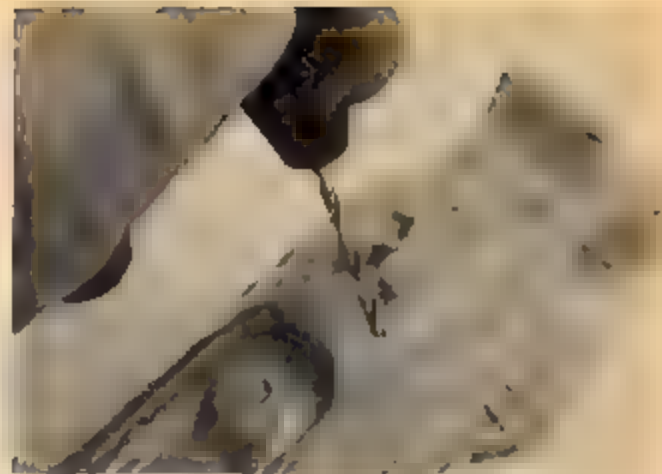


Drill two sets of four 7/4 holes to open out a pair of notches on both sides of engine at the area shown.





"Open" the tops of the injector stacks by carefully drilling each with a 1/16-inch drill to about a 1/8-inch depth. Drill one #74 hole at the base of each injector stack where gas lines on full size car would connect to injectors.



Drill holes for roll bar with #58 drill bit. A third hole is needed for roll bar brace between injector stacks.



Bend roll bar from .040-inch piano wire to fit hole spacing on body. Cut a second straight piece of wire for the brace.



Drill exact center of exhaust header ends with the #58 drill also. Drill at an angle into the fattest part of header.



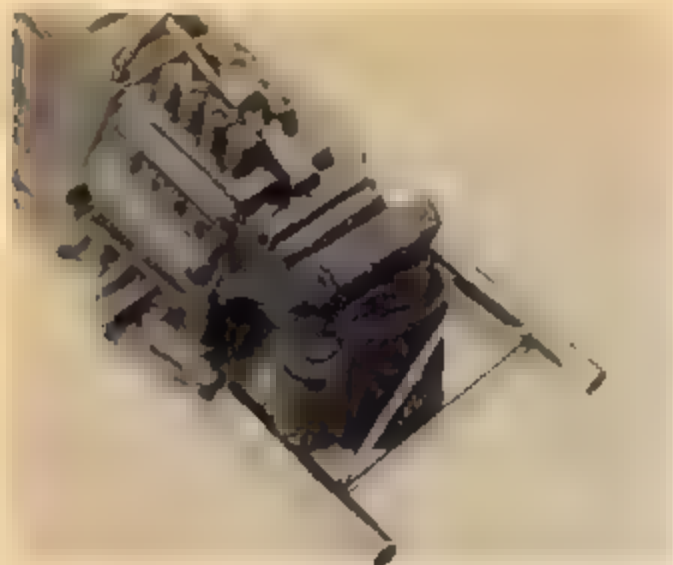
Cut two 3/8-inch pieces of the 3/32-inch tube, two 1/2-inch pieces of .040-inch piano wire with a 1-inch piano wire cross brace at angle shown.



Cut two 7/8-inch pieces of the 1/8-inch brass tube. Drill two #58 holes about 1/16-inch apart 1/4-inch from end of tube.



3/32-inch tube telescopes into 1/8-inch, with .040-inch piano wire on inside. Two cross braces fit holes in tube. Epoxy the entire assembly together at each joint.



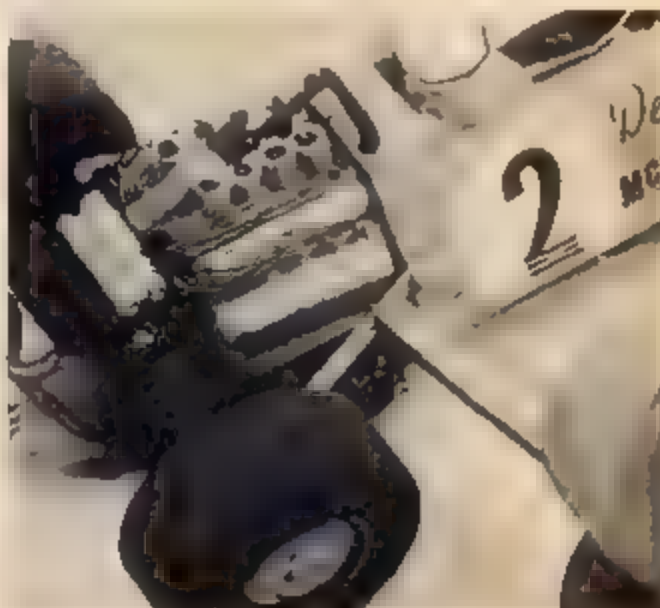
040-inch wires extend into holes drilled in body's exhaust headers, but do NOT glue. Pipes are added AFTER chassis.



Sand entire body with #600 paper, prime, and spray on main color. Engine area should be painted with flat colors.



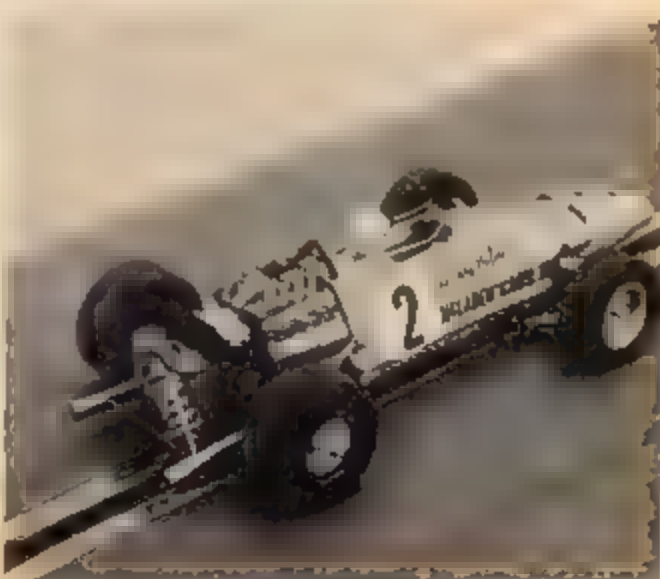
#26 motor rewinding wire is used for the spark plug lead wires, with #32 wire for the gas lines. Wires lead from slots at rear to #74 holes. Epoxy wire inside body.



Drill a #58 hole in rear of top suspension fairing on body, cut off angle end of Monogram suspension, and insert in hole.



Mounting "moly" from stock Monogram body can be epoxied inside body for front mount. "McLaren" decals are from Dynamic's 1/24 scale body kit. Driver is Revell 1/32. Color shot of full size McLaren from cover of August 1968 MODEL CAR AND SCIENCE is a great help in detail painting this MkVIII McLaren to 1/32 scale perfection.





LOOK WHAT THE "LITTLE OL' WATCHMAKERS" BUILT!



## BULOVA'S NEW IDEA IN VISES

The Roto-Vise can be customized by some 90 alternate units and accessories to meet the needs of professional craftsmen, model builders and hobbyists. The basic unit, shown here, sells for \$17.95. It allows you to twist the vise, not your wrist! Rotate it, tilt it, lock it!

When the name "Bulova" is mentioned, the first thing you think of is "fine watches." That's true of course, so when we saw their interesting new "Roto-Vise" we just had to get one to test.

We're here to tell you that there's nothing on the hobby scene quite like the Roto-Vise. The vise itself sells for \$17.95, and it's worth every penny. Here is truly a lifetime investment, and one that will repay you with hours of pleasurable model building enjoyment.

Few vises have the features that model builders really need. Most of them simply hold the piece that you're working on. The Roto-Vise does much more than that. The system's head works on the principle of the universal joint. It can be rotated 360 degrees and tilted up to 90 degrees. A one-knob locking control can "freeze" the head in any required work position.

Many accessories can be purchased to go with this amazing vise too, including circuit board holders, surface plates for layout jobs, and adjustable drawing boards.

Alternative mountings include a pan head to fit any "up-and-down" supports, a low base with straight front to allow flush mounting on a work bench, and an up-and-down positioner that can move the Bulova Roto-Vise to the precise height preferred by the model builder, who can remain seated or standing.

Among the many accessories available are three "go-between" face plates that fit all accessory up-and-down positioners. These are: a rigid plate; a "tilt-n-lock" plate; and a face plate that tilts, rotates and locks. Nylon and steel jaws, horizontal heads and bench clamps are among other accessories.

The vise can be ordered in any combination assembly you want, at a price that is lower than the sum of prices for the vise and the accessory you want, if you ordered them separately.

For additional information write: Joseph D. Presti, Bulova Watch Company, Inc., Dept. MCS, Flushing, N.Y. 11370.



Model 336 Pan Head fits any of the "Up and Down" supports and accepts either Roto-Vise Head, and other fixtures with a 5/8" shaft diameter. \$10.95. Model 305 Lo-Base has a straight front to allow flush mounting on work bench. Only 2-1/2 inches high, it accepts all 5/8" shaft diameter attachments. \$10.95.



Model 304 Horizontal Head sells for \$9.95. It lets you hold work at right angles to you without the need for tilting. You get the same versatility however, since it can be tilted 90° and rotated 360° in any of the three Roto-Vise bases. Furthermore, you can order the Horizontal Head in combination with the Model 300 Standard Base Work Positioner) as Combination No. 302, (\$17.95)



Model 337 Roto-Vise Face Plate has a 5/8" diameter steel shank as integral part of casting, to fit all three Roto-Vise Bases. Helps mount work rigidly and precisely. \$8.95. These are just a few of the 90 available accessories for Bulova's fantastic Roto-Vise.



Model 311 Bench Clamp sells for \$6.95, lets you clamp the Roto-Vise head or other Roto-Vise fixture from one work area to another, quickly. Drilled and tapped for Model 300 (Hi-Base) and Model 305 (Lo-Base).

Model 325 "Up and Down" Positioner sells for \$17.95. Lets you position your work the entire Roto-Vise—at precisely the height you want. Sitting or standing, you can have your work at hand, or eye level, or anything in between. Complete with clamp, steel support and movable height stop ring. Be sure to order No. 336 Pan Head base (see photo) that fits the support and accepts your Roto-Vise Face Plate. Get both as combination No. 327, only \$26.95.



# SPRAY CAN ARTISTRY

Here's the straight scoop on enamel and how to apply it.



Let's face it, most modelers don't have the money to run out and buy an expensive air brush or similar exotic device for putting paint on their models. Most of you guys probably use what I use—a can of spray paint. And it's probably enamel too, right?

I've been spraying enamel on models for years and I think it's about time to "tell it like it is" about the spray can artistry needed to apply enamel properly.

Everybody has a pet brand—you use what you like—but I've been spraying with Testor PLA enamels for several centuries it seems, and it's what I like best. Therefore that's what you'll see in this story. Other brands of enamel use about the same techniques for the ideal application, so don't get all bent out of shape if you like another brand.

Enamel is inexpensive, easy to apply and very durable. It does have a tendency to "orange peel" if it's not applied correctly, but that's what this article is for—to show you how to apply enamel correctly. Orange peel is the name applied to the little "scallops" you see in some enamel paint jobs. The surface is not smooth in other words, because of all the little "fish scale" imperfections. Orange peel is the result of a poor paint job.

Let's get at the basics first, then come back to proper paint applications.

## MODEL PREPARATION

Nicks and seams in the body should be filled with putty and sanded smooth with #400 sandpaper, then the shell washed in warm, clean water and dried thoroughly.

## TEMPERATURE

The weather has an important effect on paint. Never paint when it's extremely damp or raining, as there is too much humidity in the air for the paint to dry thoroughly. Extremely hot weather causes paint to dry too quickly, resulting in low gloss. The ideal paint jobs are usually obtained in a temperature between 65-78 degrees. The air must be dust-free and calm.

46/Model Car Science

Before you use a can of spray paint, place it in warm tap water for at least a minute, taking it out occasionally to shake it thoroughly. This makes the paint uniform in consistency.

## PAINT PREPARATION

The can of spray paint should be brought up to room temperature by placing it in a can of warm tap water for at least a minute. Shake it occasionally to stir the paint. The warm water brings the paint to the same consistency.

When the requirements stated above have been met, you're ready to paint. The primer coat is first, and it's important. You'd be amazed at the imperfections you find in a "perfect" body after you've applied that coat of primer. Spray the primer on using the same techniques shown in the "how to" photos. Primer dries fast, so this stage goes quickly. Check the directions on the back of the can, and follow them religiously. When the first coat of primer is dry, use putty to fill any bad spots that show up, and sand it smooth when the putty is dry. Shoot on another primer coat. Remember, primer coats should not be too heavy (or for that matter, *no coat of anything* should be too heavy). Heavy coats just cover of body detail.

If the second coat of primer shows no body imperfections, let it dry about eight hours, then sand to perfection with #600 wet and dry sandpaper. Lightly now, you don't want to go through the primer coat, you just want to "polish" the surface to perfection. Wash the body in warm, clean water and dry thoroughly. Now it's ready for painting.

One final tip. When you have finished painting the shell, place it in the bottom of a clean cardboard box and close the flaps. Enough air will get in to dry the paint, but the cover will keep the dust out.

Now then, go to it. From this point on you can follow the photos. Good luck!



Before you begin to paint your actual model, shoot a bit of paint on the side of an old cardboard box to make sure the nozzle is clear.

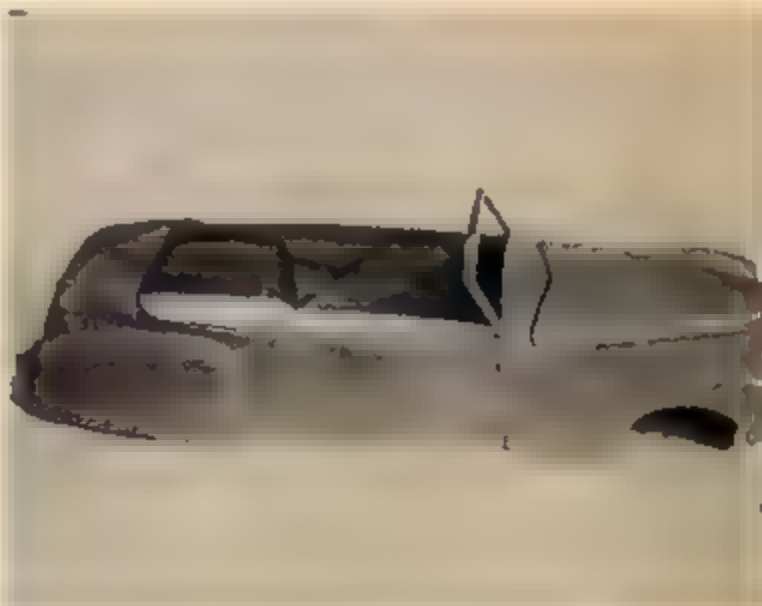
A big cardboard box, in fact, is ideal for practicing spray painting. Draw a rough outline of the car on the side of the box. Hold the can about ten inches away from the "model" with the nozzle pointing about six inches in front of it. Press the button to start the spray, and instantly begin moving the can at a steady speed across the model and about six inches past it.



Never start spraying while the can is pointed directly at the body, as the paint will "puddle."



The width of the "band" (the actual contact of paint with the body) on the side of the car is determined by how far away the paint can is. The closer the can to the car, the narrower the band. You must strike a happy medium, because the closer the can, the more the paint has a tendency to "puddle" and run.

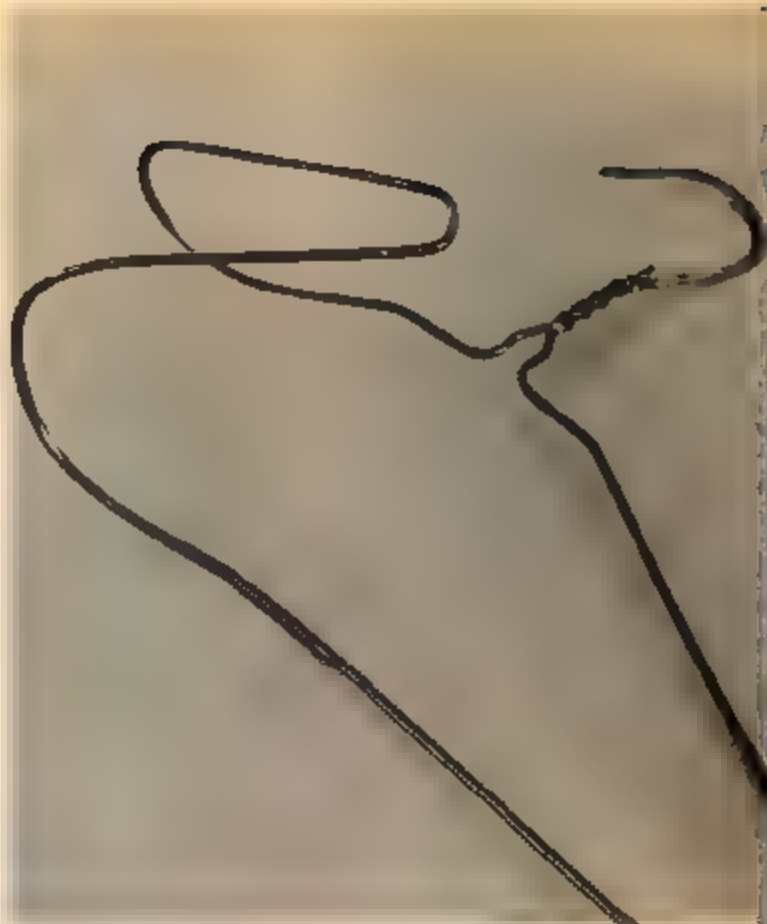


Here's an example of a "mist" coat—the first coat you apply to a model. This is accomplished by holding the can at least 12 inches from the model, and moving it quite quickly across the body surface. The paint has a tendency to settle on the body surface like "mist" due to the distance between the can and the car. Trial and error is the best way to learn. This is also the way you "fog" a paint job. Fogging and a mist coat are almost identical, except a mist coat goes on first, over the primer coat, while a "fog" coat goes on over an existing paint job in order to obtain a wild pattern of paint droplets settling onto a large area, somewhat like fog.





After you're finished with any can of paint, turn it upside down and depress the plunger until only clean, compressed air (no paint) comes out. It seems like you're wasting a lot of paint, but actually you're not, and it cleans the nozzle so you're ready to go the next time.



Now you're ready to tackle a real body. Make a coat hanger into a stand by bending it into this shape. The body should be completely prepared per instructions in the text of this article.



Ready? Primer warmed in water and the nozzle cleared? Then hold the model about ten inches from the paint can, point the nozzle 6 inches in front of the nose of the car and begin your "pass" across the shell and past it. Quickly inspect the shell. No runs? Fine, you're not too close. Remember, paint or primer should be shot on in "light" or "thin" coats, never heavy. Heavy coats just cover up detail.

48/Model Car Science



The next passes should slightly overlap the first one until the entire model is covered. Do the top first, then the sides, then the two ends. Let the shell dry thoroughly for the length of time recommended on the spray can.



Inspect the shell for imperfections. If you find any, fill them with putty and sand smooth when the putty is dry. Shoot on another light primer coat. If there are no imperfections visible, let the primer dry eight hours, then sand to perfection with #800 wet or dry sandpaper, being careful not to go through the primer coat. All you're after is a perfect surface. Wash the shell in warm clean water, and dry thoroughly. Now you're ready to paint.



Remount the shell on the wire stand and "mist" on the first coat of enamel from 12 inches away. Let the mist coat dry completely. Enamel will "orange peel" if the can is held too far away, resulting in the paint going on semi-dry. Likewise, it will "puddle" or "run" if held too close. If that happens you're in trouble, because you can't rub enamel out like you can lacquer. All you can do to a bad enamel paint job is sand it down and start over. Do it right the first time! Use as many coats as necessary to get the kind of gloss you're after. Just remember that after the initial "mist" coat, each coat should be applied a bit closer (about 8-10 inches) to obtain that "wet" look, yet not so close the paint runs. Let the paint dry at least eight hours between coats. Let the final coat set for at least a week before you wax it. Don't rub too hard when waxing, or you'll go right through the finish.



Practice is all that's required to get good paint jobs. If you have any old models around, practice on them. A good enamel paint job is beautiful, and not difficult once you've mastered these few simple steps. Good luck.





# MIGHTY M



Monogram's 1/72 scale model of the giant B-52D bomber is simply a masterpiece. Feast your eyes . . . .

Everyone knows that bombers are big. There were few modelers, however, who were quite prepared for the shock of just how big a model a bomber would make if reduced to the popular static model airplane scale, 1/72. Monogram's new 1/72 scale B-52D has a wingspan of over 30 inches, making it the largest static model airplane kit produced! Monogram hasn't wasted this vast expanse of model either, details are as precise, complete, and accurate as the model is large. In addition to the superbly-detailed panel surfaces common to

Monogram's other 1/72 scale models, this mammoth boasts working flaps on the top and bottom of each wing with detailed inner panels exposed beneath the flaps and inside the landing gear openings. The bomb bay doors open to reveal a load of bombs plus the load of an even dozen bombs on special (and authentic) racks beneath each wing.

The kit includes an extra engine nacelle with removable panels to reveal an actual model of the plane's Pratt and Whitney J-57 turbojet engine. Other under-wing details include two

3,000 gallon gas tanks and the unusual wing-tip landing gear designed to buoy the sagging wings on the ground.

The fuselage features a completely detailed cockpit with control consoles, control columns and crew members. The B-52D's tail turret is included with both up, down, right and left rotation, four guns, and gunner.

Monogram has added a battery-operated motor and fan-with-ducts system inside the fuselage (and hidden by the bomb load) to produce an authentic whine exactly like the eight Pratt and Whitney turbojets!

As a wall-plaque decoration, hanging from the ceiling, or just sitting on a giant shelf, this newest 1/72 scale aircraft rates a place in every modeler's collection of truly great miniatures.

# I AM MOTH



This particular model was built by expert Larry Wright of Eagle Hobby Center in Eagle Rock, California.



Rack nearest fuselage carries external "stores" of 2 dozen 500 or 750-pound bombs. Racks are not always loaded on real plane. Monogram includes the full wing stores complement of 24 bombs in the kit.



Bomb bay doors operate. Bombs just visible inside bay are molded into the bottom of the jet exhaust sound unit. Battery-powered motor produces jet-like whine at the flick of a switch.



Rear gun turret swivels right and left as well as up and down. Looks like a real "stinger" doesn't it?





Both inboard and outboard wing flaps hinge and slide out just like those on the full size B-52D. Note that even the exposed inner structure is fully detailed.



Spoiler flaps on wing tops also hinge open or shut with interior details.

Wright's model is painted with Scale-crafter's No. 501, 502, 503, and 504 Viet Nam flat paints. Top is tan, light and dark green. Bottom is grey to match the experimental camouflage system tried out just before the Viet Nam war began—a light, nuclear flash-reflecting, grey. The black lines across the tops of the wings and fuselage indicate areas strong enough for mechanics to walk on. The Monogram instructions picture at least two other paint schemes of the real plane.



Clear cockpit must be painted by modeler. This one was hand-painted, but "clear" windows could be masked and unit sprayed.



Cockpit interior details include three consoles, control levers, instrument decals and crew members.

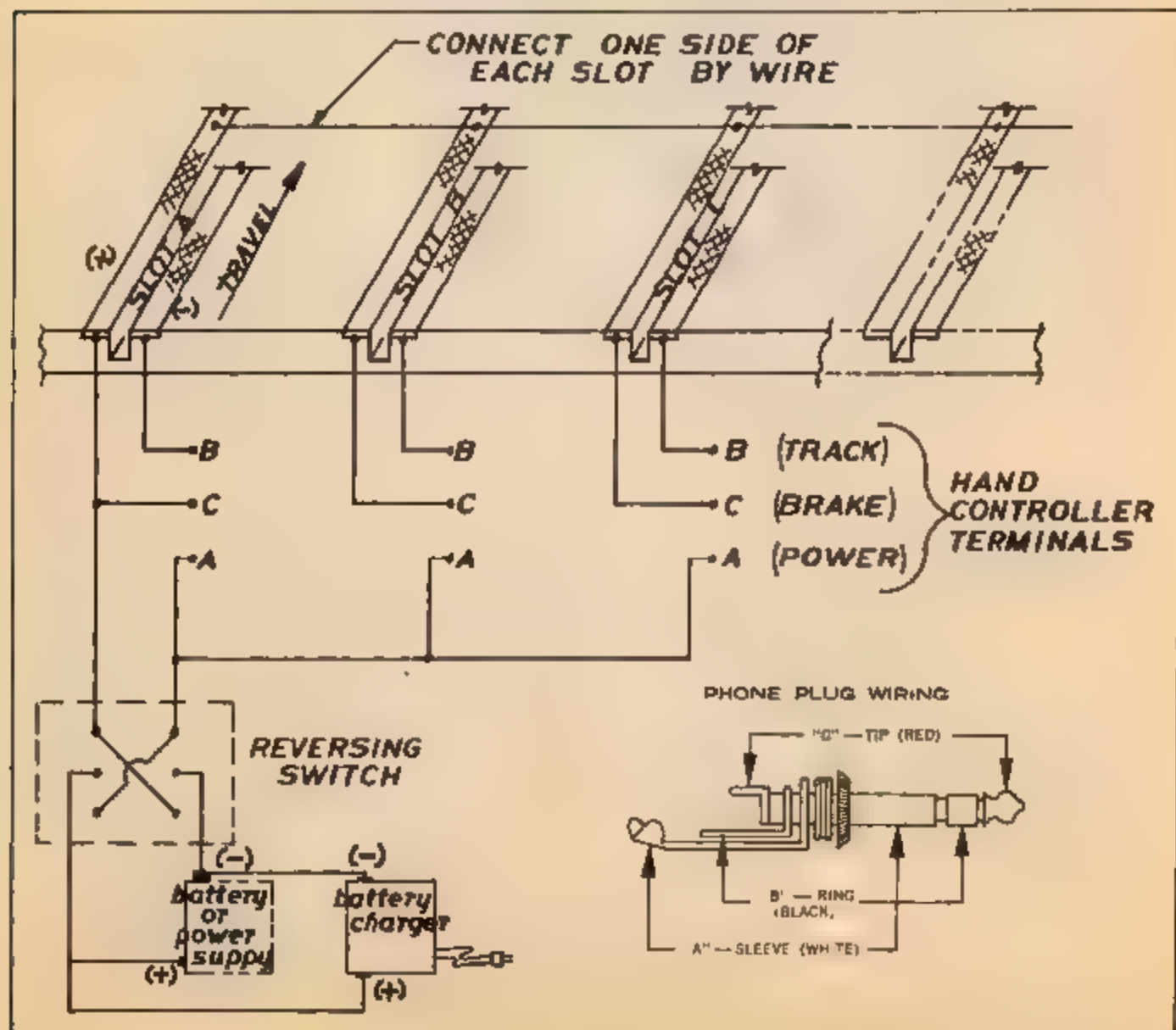


# WIRING DIAGRAM



This is the proper way to wire your home track, whether it's a custom routed layout or a snap-together plastic track.

It seems many people are confused as to how to wire their home tracks. For some reason it seems easy to pick up a hammer and saw and "have at it" building a custom track, but when it comes to getting into the spooky realm of wires and power supplies and amps and volts—well most of us just feel out of our depth. It's not hard to wire your home track. The diagram clearly shows where the wires run. The power supply can either be a 12 volt automobile battery, or a regular 12 volt slot car transformer. Either of them have the necessary "plus" and "minus" connections shown. The reversing switch (located between the battery and the hand controllers) is optional. It's nice to have wired into your track because the cars can be run either way with the flip of a switch. The battery charger is another option (for use only if a battery instead of a transformer is used) but if you can afford it, by all means use it as it keeps the battery power right up to peak operating efficiency.



# HOT WESTERN GASSERS

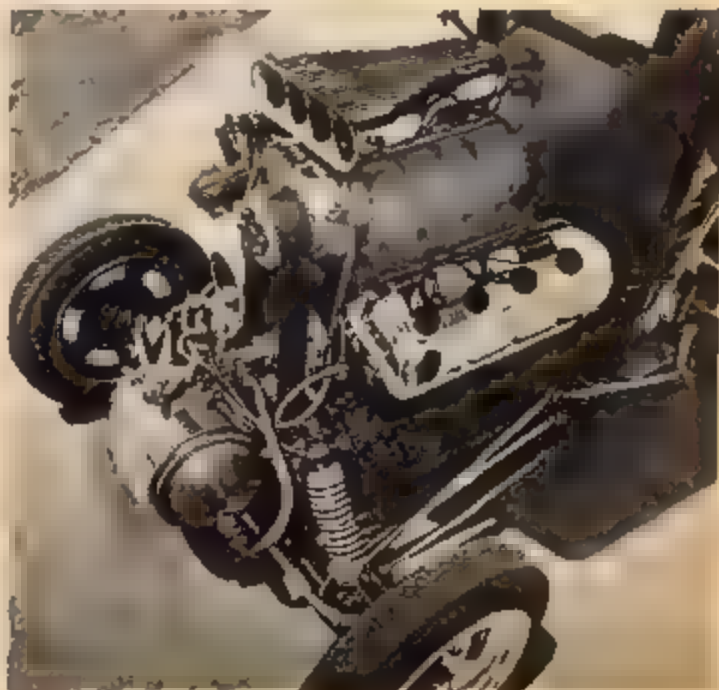
Here's a closeup, inside look at four hot cars from the West and the special equipment and modifications that give them those quick ET's and fast trap speeds.



Suspension was done by S & R Race Cars. Traction bars are 36 inches long, coil/shock system is used. Rear end is a 4.56 Oldsmobile. Tires are M & H.



All glass '33 Willys was painted by Cerny in Compton, California, and the lettering was performed by Kelly of the same city. The car has performed a respectable 8.93 ET to date.



Engine is a 430-cubic-inch '68 Chrysler Hemi using Venolia pistons, M/T rods, Joco & Jake heads, and an experimental Schneider cam.



*S & R formed the full roll cage, steering box is a Corvair. Simpson Safety equipment is used exclusively.*



# AMBITIOUS ZELLER BROTHERS

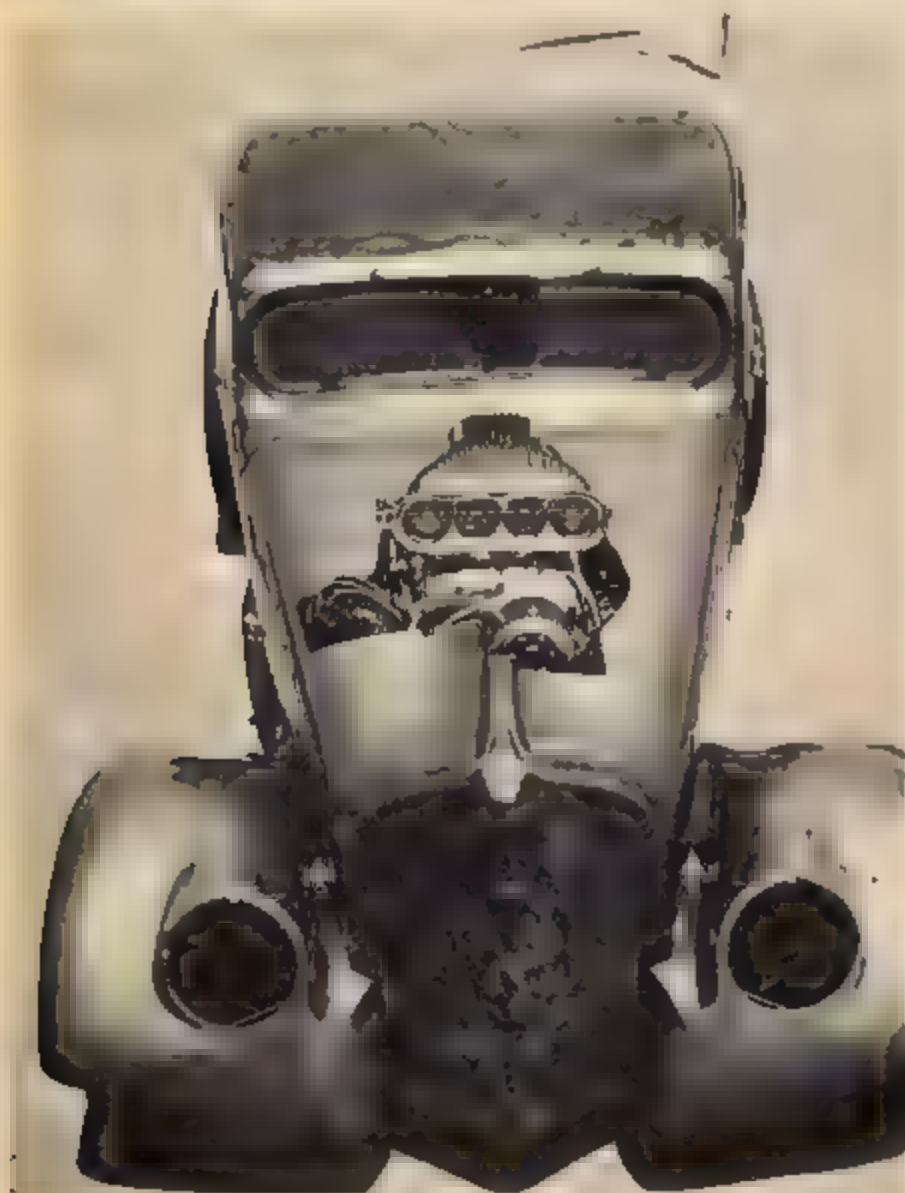
**Hard work and time are what it took to build one of the most beautiful A/Gas Supers around today.**

One of the most sanitary machines running is the Zeller Bros. A/GS car.

Best speed and ET to date is an 8.93 and a 160 mph. Driving is done by Ron Zeller. Ray and Ron Zeller own and built the car and engine themselves. Jake Poutsma is the chief crew member. Major sponsors for the Cerny-painted blue rainbow-outlined '33 Willys are Champion plugs, Simpson safety equipment, Venolia pistons, Schneider cams and Reath Automotive. The all-glass body, chopped four inches and channelled four inches, is by Dave Basrett of Los Angeles. S & R Race Cars reworked the stock 100-inch wheelbase chassis with chrome moly material and added the 36-inch traction bars as well as the four-and-one-half-inch dropped .250 thick front axle.

The engine is a '68 Chrysler Hemi built to 430 inches, using Venolia pistons, M/T rods, Donovan exhaust valves and stock intake valves and an 8.5-to-1 compression ratio. An experimental Schneider cam with a 360 degree duration and a .590 lift is used. Rockers are stock, pushrods are Smith Bros. A locked curve Cirolo magneto is used. A Hilborn bugcatcher sits on top of the 671 blower and Cragar manifold combo. A Cragar blower drive is used with a 20 per cent overdrive. A B & M transmission is used along with the Olds 4.56 rear end, Henry's axles and Buick brakes.

The front and rear wheels are Hall-brand with Pirelli tires up front and M & H Racemasters on the rear. A Corvair steering box is used with early Ford spindles. All safety equipment is by Simpson Equipment Company. Ambition seems to be heading these boys to the winner's circle.



*All-glass body was channel four inches and the top was chopped four inches. The work was performed by Dave Basrett.*

Mike Steube held off the foreign invaders

# THE CALIFORNIA ARCO



LEFT to RIGHT: Mike Steube, Bob Emott and Chris Vitucci

Anyone who attended the California Arco, at Don's Raceway in Downey, California on November 2, now knows for sure just how good the Eastern super-pros are.

If it hadn't been for a brilliant performance by Mike Steube (and a brilliant motor by his father, Bill), the foreign invaders would have swept the first three positions in the main. As it turned out though, Californian Mike won, followed in by Bob Emott (New Jersey), Chris Vitucci (New Jersey), and Ray Gardner (Georgia).

Champion of Chamblee's Arco series seems to grow in importance with every race. It has become one of the most important series of races we've ever had in this country, and provides a valuable meeting grounds for the best racers in the nation to slug it out.

At this one, the most notable fact other than Steube's victory has to be that Bob Emott's incredibly fast cars finished second, third, fourth, and sixth. Bob is the Number One chassis builder in the East, and apparently only Steube can match him in the West.

Fastest qualifier at Don's was Champion's top driver, Bob Cozine. He turned in a great drive to run over 22 laps in two minutes, just edging Vitucci. Bob's total was especially impressive because he lost a little ground when his motor blew in the last few seconds of his run!

He replaced it in the four minutes allowed before the main event, but it did him no good, because the replacement was a dog, and he finished last after trying a couple of other ones.

In the special racing program for the independent (unsponsored) drivers, George Sysinger, from Seattle, was the fast qualifier, but he finished second in the eight-minute main to local driver Steve Bogut. Steve, like Cozine, had blown his motor, a Mura this time, in his qualifying run, which put him far down in the field. But he put in a fresh pink-can Mura 25 just before the "B" conso, and went on to win it. Then he won the "A" conso and the semi, which put him in the main. He won it by around two laps.

In the pro program, Phil Rubin won the "B" and "A" consoles, only to be eliminated in the semi, which was won by Team Lenz driver Dave Grant. Some old has-been racer-turned-writer was second, also moving up to the main. I think his name is Morrison or something. He only did it because he had an Emott car.

By Mike Morrissey

In the main, Steube ran off and hid, getting a seven-lap lead by the halfway point. Vitucci (Team Mini-Wheels), winner of the giant Nutley, New Jersey Arco race on October 12, launched at the end of the straightaway on the first lap, bending his car a bit. Emott ran second throughout the race, far and away his best performance as a driver.

Mike Staskie, Team Certus, did a fine job to fly in from the Midwest, qualify sixth for a shout in the main, then finish seventh after having trouble.

Ray Gardner drove his Emott car into fourth place, followed by Grant and that hack writer.

Bob Kean's great "Kean Kan" motors powered all of Emott's cars. With four of them in the main it was his best race yet.

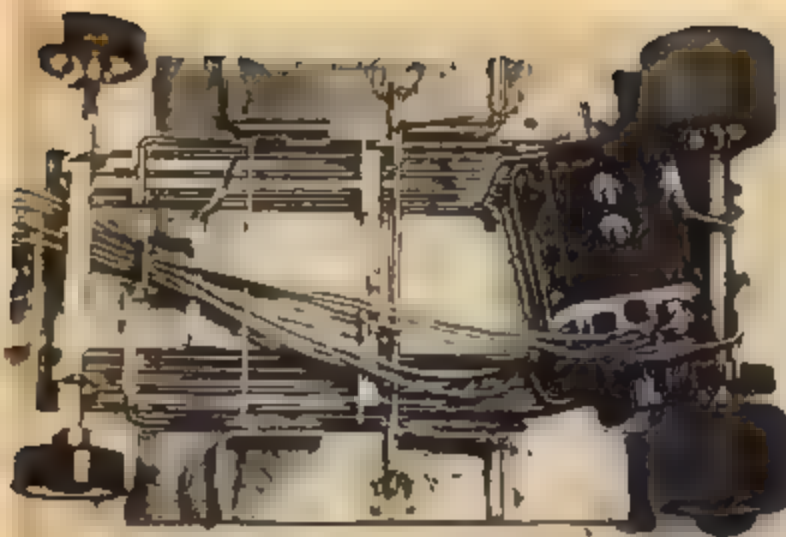
## MAIN EVENT FINISH

	Laps
1. Mike Steube (Checkpoint) . . . . .	399
2. Bob Emott (Emott) . . . . .	396
3. Chris Vitucci (Mini-Wheels) . . . . .	395
4. Ray Gardner (Champion) . . . . .	390
5. Dave Grant (Lenz) . . . . .	382
6. Mike Morrissey (Emott) . . . . .	371
7. Mike Staskie (Certus) . . . . .	309
8. Bob Cozine (Champion) . . . . .	253

Fastest Qualifier—Bob Cozine,  
22 laps, 1.7 sections in 2 mins.

## INDEPENDENT MAIN

	Laps
1. Steve Bogut . . . . .	77
2. George Sysinger . . . . .	73
3. Pete Verdo . . . . .	72
4. Lynn Stokely . . . . .	70
5. Lee Gilbert . . . . .	69
6. Joe Mangiameli . . . . .	64
7. Larry Snyder . . . . .	64
8. Ed Shorer . . . . .	DNF



**MIKE STEUBE** held off the Eastern invasion with this beautiful four-rail. All rails are brass, the swinging arm is 15/16" wide 1/16" stock, and the pans are .032".



**BOTTOM VIEW** of Mike's car. Wheelbase is 4-1/16", guide post lead is 15/16". Gear is a Cox, wheels & tires are Associated.



**BOB EMOTT** drove this chassis to his best finish yet in a major race. Note that the swinging arm is pivoted farther back than dead center in the chassis.



**BOB** ran on inch-wide drop arm, one piano wire rail, .025" pans, and a four-inch wheelbase.



**NOTE** Emott's lead wire retaining loops on the rails, his copper wire bullet proofing around the front axle, and the loop of piano wire, attached to the plumber, going around the front of the frame.



**STEVE BOGUT**, winner of the Independent main.

Photos by Mike Morrissey



# IF THE SHOE FITS.....

... use it! But if it doesn't, use a "pin." Here's how to build a winning 1/32 scale GP chassis complete with "pin" pickup.

By Juan Rodriguez, Jr.

Back here in eastern NAMRA land we have a saying that goes something like, "If the shoe fits, use it."

But something has been added in 1/32 racing with the coming of the new crop of 1.1 GP cars, and that's simply, "If it doesn't, use a pin."

Here in the East, the use of a guide pin is practically unknown, because it never offered the aid in handling the shoe did. Now, with a new switch in chassis design for these GP types, the guide pin is beginning to make inroads. This chassis design was necessary if the pin was to be used, and the use of a guide pin is now a must with the lack of space under the nose of a 1/32 GP car.

There's another good reason for it, especially if you're a NAMRA member as I am. NAMRA rules just don't allow a guide shoe to extend beyond the front of a car, nor do they allow any body work to be cut away when the shoe is in a fully turned position.

The chassis design has been adapted from a design by Charles Creni that was originally used in sport and GT cars. So far, it seems almost unbeatable. And if your favorite GP shell isn't big enough to take advantage of its unique features, we suggest you look around for a '67 or '68 Honda.

The plans here are exact size for a 1/32 car using an eight foot wheelbase. Tread of course is up to your choice of car. This one sets up a five-foot tread front and rear which still leaves you a few more inches to go if you want.

No dimensions are given on the plan since I hope you'll use the plan itself as a pattern for your own chassis. If you do, you'll end up with exactly what we have here now, and provided it's tuned for your particular track, yours should be a winner too.

Now, before you reach for a piece of brass, make sure you understand the theory. This is a pan-on-pan chassis. The upper pan carries the running gear and motor, the bottom pan goes along for the ride, and also carries the body. There's just enough play in both units to absorb any vibrations set up by running, and this is the key to the handling. The pin is only there because we can't get a guide shoe in. Upper plate (A) and lower plate (B) are cut and filed to shape from .062 brass sheet, or as close as you can get to 1/16 inch.

Cutting and filing these two units to shape are the hardest part of the entire project, but must be done as illustrated if they are to work. You'll note in the top view of plate (A) that the right side has been marked (O). This section is illustrated in the enlarged and circled drawing (O) and shows that the inside of this side member and its opposite member must be filed at an angle to cradle the motor case. This will enable you to get the motor positioned as low as possible and yet keep the side members as thin and as strong as possible. This angle runs from the cross member right above letter (A) to the motor/rear axle bracket. From the bracket back, the cut can be square. Both plates (A) and (B) are illustrated with the lead weights in place. The lead is represented by the shaded areas in these plates.

The simplest way to do this is to lay each plate over a sheet of 1/8-inch thick lead, trace the shapes right through the openings with a scribe, then cut slightly oversize and file to fit. Once they are in position, touch both with a hot iron and solder to secure, then file tops and bottoms of both plates gently to insure that the lead inserts do not protrude above or below either plate.

Your next step is to cut and fold up a rear bracket (D) that will be soldered to lower plate (B) and locate the rear of top plate (A). This bracket can be cut from .0312 (1/32-inch) brass sheet.

When bracket (D) is formed and ready to be soldered we suggest you do it in this manner. Lay plate (B) on a flat piece of masonite or whatever you do your soldering on. Take a section of 1/32-inch-thick brass sheet or a couple of 1/32-inch-diameter rods and lay them across the top of plate (B). Then lay plate (A) on these and in position relative to plate (B). Now, push (D) on and make sure that it lays on the rear section of upper plate (A) and against the back of lower plate (B). Now solder to (B). The sections of rod or sheet used as a spacer will insure that your bracket (D) will allow the bottom plate to hang no lower than 1/32-inch from the upper plate.

The front cross member of plate (B) has two cross lines on it and these are your marks for drilling two holes using a #48 clearance drill bit.

The next piece you must make can

be made from brass channel or solid brass stock. We suggest the channel for ease of shaping.

(C) serves to function. It holds lower plate (B) up on the front end and governs the amount of side to side play of plate (B) in relation to plate (A).

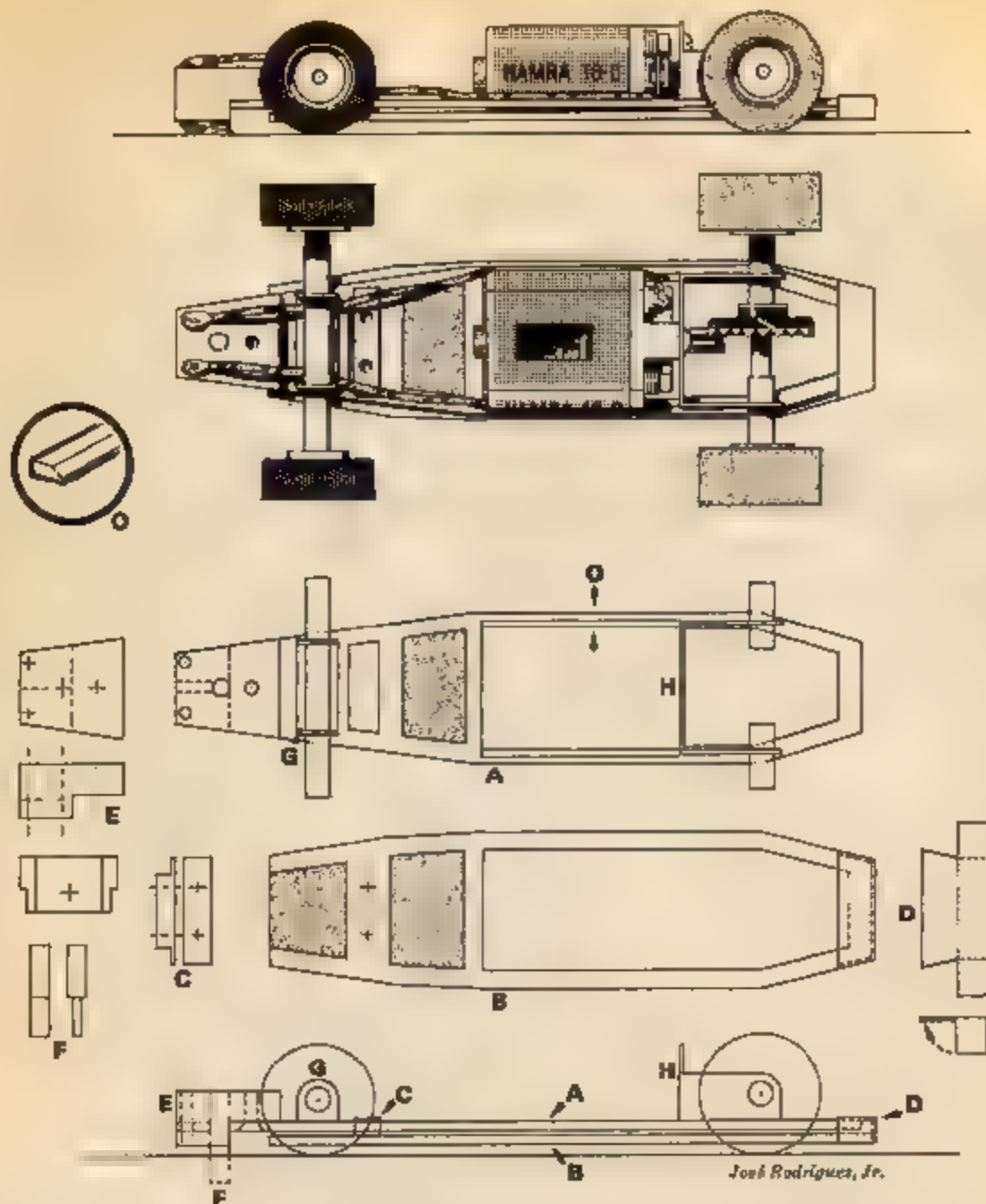
(C) is illustrated in only two views, front and top. The cross lines on the top view must correspond with the two holes drilled in (B's) front cross member. I suggest you drill these out first again using a #48 drill bit, and then file to shape. To check that you are filing out the right depth, lay the plates on top of each other again with the 1/32-inch spaces between plates. Then place (C) in the opening just in front of the lead weight in plate (A). File just enough to have (C) lay flat on (B's) cross member and touch the top of plate (A) as shown in the side view at the bottom of the plan.

Place (C) and plate (B) will when finished be secured with two 1-72 flat head screws and nuts. The screws must, of course, be countersunk in the bottom of plate (B). This one small piece holds your entire chassis together.

When these pieces (C) and (D) are made and positioned, you are ready to make up both a front and rear axle bracket, (G) and (H).

NAMRA allows 3/4-inch minimum tire diameter at this writing but the common practice for the sake of realism is to use this tire size on the front only, and going to a slightly larger diameter in the rear. In this case we used a 3/4-inch o.d. tire size in front and a 13/16-inch thick brass sheet. And since this should offer no difficulty to anyone having come this far, I am not showing it in any detail other than the top and side views.

The rear bracket (H) again can be either simply bent up from brass sheet or an existing rear bracket like the ever popular Run-kit unit for the 16-D motor size can be adapted. Both front and rear brackets are soldered in position on upper plate (A). I suggest the motor be attached and the plates, both (A) and (B), once again be positioned with the rod spacers. The motor must lay flat on your work surface, that is flush with the bottom of lower plate (B). If for any reason it doesn't, check first to see that (H) is laying both its



trailing arms on the top of (A) and then check to see if you have filed out enough material from the motor cavity in both plates (A) and (B).

You can now proceed to solder in both sets of axles tubes, bearings or whatever you prefer.

Your last effort will now be in making, cutting and really shaping the plexiglass brush and pin holder, (E). The three views of (E) show from top to bottom, top, left side and front. First, shape the block exactly as illustrated, then drill the following holes. In the top view, the two cross lines at the extreme front of the block are  $3/32$ -inch in diameter and go right through the block. These carry the unbraided pickup material.

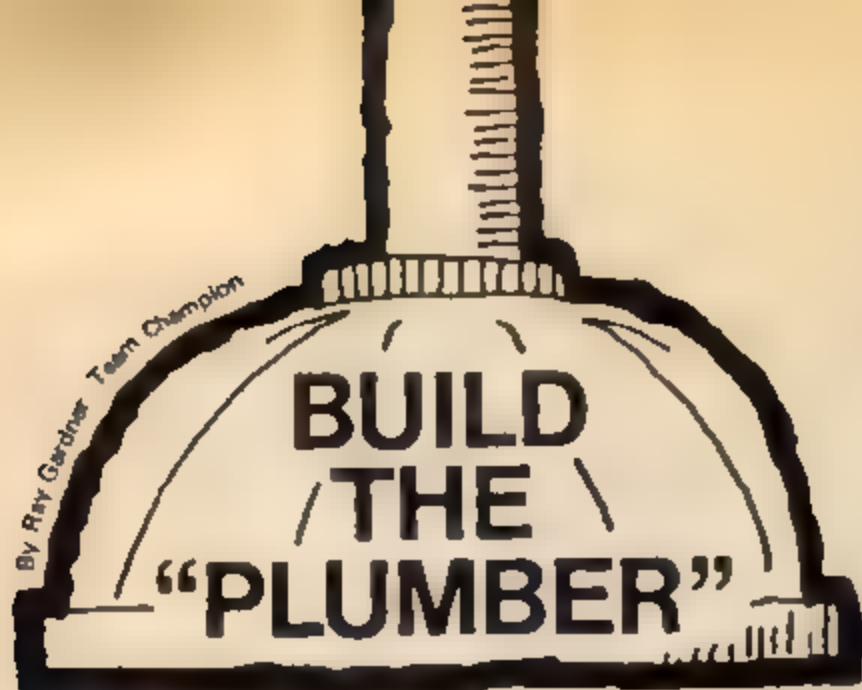
The next hole back and centered also passes through the block and is for the guide pin. Make this one  $1/8$ -inch in diameter.

The last one drilled through the top must be drilled with a number 50 drill and then tapped for a 2-56 screw. When you drill this hole, place the block (E) in position against and on top of the front of plate (A). Hold securely and drill through both. Ream out this hole in plate (A) and counter-sink from the bottom for a  $5/16$ -inch 2-56 machine screw. This will hold your front end on securely. You have only one more hole to drill in block (E) and that goes through the front. Drill using a #43 tap drill. Then tap with a #4-40 tap. This will permit you

to use a 4-40 allen head screw to lock the guide pin (F) at the right slot depth.

And that's about it, except to press some multistrand copper pickup wire through the holes in the plexiglass block, trim just behind the pin and try it out.

Your chassis, if built as outlined, should be a "handler" right off the workbench and you'll find it can be thrown into a turn and powered through. It may take a bit of getting used to, but once you have the hang of it you'll find you have one of the best performing  $1/32$  GP chassis on the track.



For 1/24 scale pro racing, this is THE chassis!

It is the purpose of this article to show you how you can take your present "obsolete" anglewinder frame (in this instance, the current #292 Champion Anglewinder frame) and a few inexpensive parts and about two hours work, convert it to the latest up-to-date design, "THE BATPAN PLUMBER"

1) Install your Champion set-up wheels. Lock down the set screws and begin by unsoldering and removing the regular floating body mounts. File any excess solder off the side where the tubing was connected before. Also, turn the frame over and file the one piece of rod which has been flattened and soldered to the other frame rail. It sticks about a thirty-second of an inch below the bottom of the frame.

2) Lay frame down on a flat surface. Remove the tongue pivot rod and take the drop arm out of the chassis. Cut off the stamped limit stop and file smooth.

3) Open the Champion "Batpan Plumber" kit and lay the pieces out where you won't lose any. Take the two pieces of 1/8" x 1/4" tubing and solder them to the frame rails right behind the forward drop arm up-stop as shown in the photo. These will serve as the forward hinge tubes to which the plumber batpans will fasten.

4) Lay out the two 3" pieces of piano wire and solder two pieces of 3/4" x 3/32" tubing to each piece of piano wire as shown. Make sure that you solder the tubes so they will fit properly into the cutouts in the batpans. Insert the pre-bent piano wire "L's" into the tubes and lay them on top of the batpans. Now solder the "L's" to the batpans.

5) Place the 1" x 1/8" piece of tubing between the two pieces you soldered to the frame rails and slide the 1-3/4"

piece of 3/32" tubing through, making sure it is centered. You should have about an 1/8" on each side. Notice in the picture how I notched the piece of 1/8" tubing in the middle. This was done so you can solder it to the 3/32" tubing which runs through it. Now insert the pre-bent "Plumber" hinges into the tubing. With them laying flat, solder them to the 3/32" tubing which runs all the way through and then solder that tube to the 1/8" tube where you filed the notch.

6) Slide the batpans alongside the frame, sliding them over the drop arm pivot rod and through the hole in the up-down limit stop of the batpan. The "Plumber" hinges should lay alongside the forward pivot tubes of the batpans and be soldered to them. CAUTION: Be sure to put some oil under the "Plumber" hinges BEFORE you solder because you want these hinges soldered ONLY to the tubes and NOT TO THE BAT PANS. After these are soldered and you've checked to make sure that the frame is still flat (and all four set-up wheels are still touching) lay the 2" piece of piano wire across the frame rails behind the drop arm pivot tube and solder it to the piano wire "Plumber" rails ONLY. This is used as both a downward stop and a way to hold the batpans together in the rear.

7) Insert the four pieces of 1/16" pin tubing in the back hole of the two which have been stamped out of the batpans. Solder only to the batpan out where they go through the holes.

8) Add the pre-bent springs by looping the spring over the drop arm pivot rod and solder to the front pin tube only. You have now completed all the basic steps for the conversion. Check now to see that the batpans move up and down freely and that the whole "Plumber" unit moves up and down in the rear. Also check to make sure that

the frame is level across the bottom when the chassis is picked up. If the batpans drop below the bottom of the frame rails, resolder the 2" piano wire down-stop behind the drop arm pivot tube until it is level. Solder a new down-stop on the drop arm, allowing no more than 1/8" drop.

9) Take some fine steel wire and lash the front axle tube to the frame rails where they connect. Solder the wire to them. This will add considerable strength to the front suspension. Bend the two extra pieces of pin tubing and lay these on the front of the batpans and solder in place, as shown.

10) File down the bottom of the guide flag tube and solder a washer to the tube. This gives the guide flag a flange to ride against and will eliminate side wobble.

11) Since most new bodies are low in the front and do not allow much room, I file the top of the guide flag tube flush with the top of the drop arm.

12) Insert the guide flag, mark it about 1/8" above the top of the drop arm and cut it off.

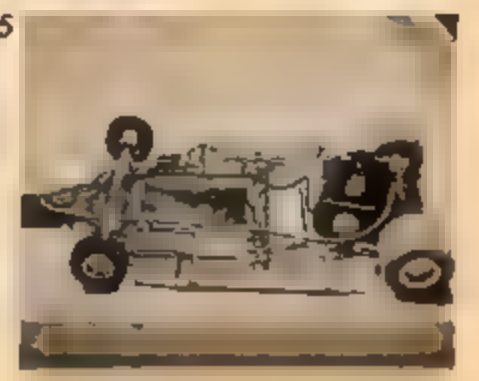
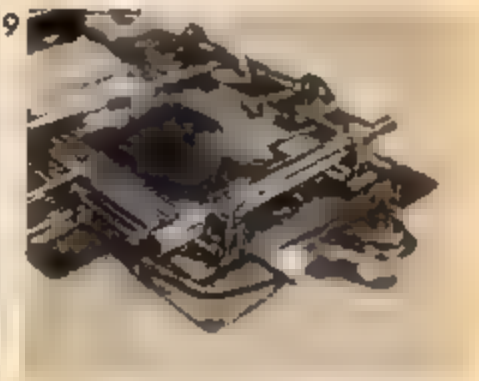
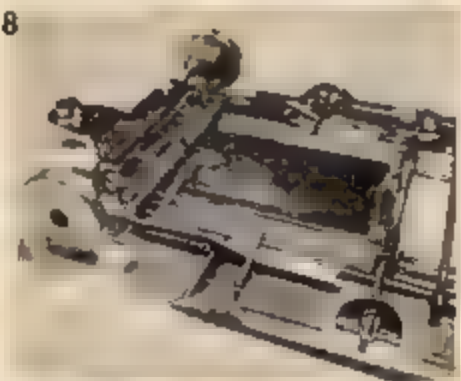
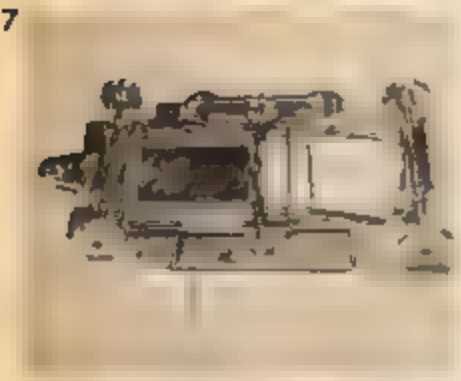
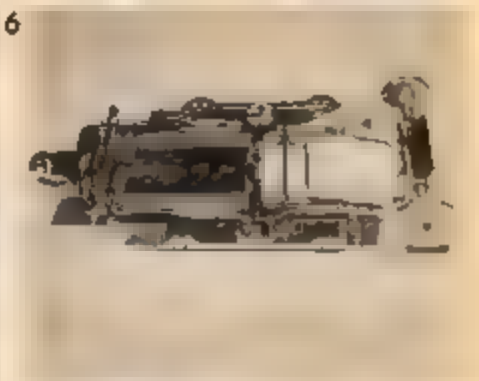
13) Hold the screw and washer on top of the guide flag post and heat the top of the screwdriver with a soldering iron until it melts the screw and washer down around the post. Remove the soldering iron and hold the screwdriver in place until it cools. Notice what a snug fit you have achieved, yet it turns freely from side to side without any wobble whatsoever. It will remain snug so long as you do not remove the screw and washer.

14) By criss-crossing the lead wires and tying them with a small piece of wire, the guide flag will always return to the forward position, making it self-centering.

15) Remove the set-up wheels and scrub the chassis with a Brillo pad, then wash it thoroughly with some type of liquid dishwashing soap to remove all the soldering flux. Dry thoroughly and oil all the hinges and piano wire to keep them from rusting. Now the chassis has not only the regular floating body mounts, but the pans move up and down also. When you apply the brakes, the body tends to rise in the back, applying pressure to the drop arm and giving you firm braid contact with the track thereby insuring good electrical contact.

I'd like to thank all those of you who wrote to me after the last article I wrote. If any of you need further assistance in building your own "Plumber", or want me to build it for you, feel free to drop me a line at Williamsburg Raceway, 3862 Steward Road, Doraville, Georgia, 30341. I'll be glad to send you a brochure and price list.





# MC&S

# CLUB LISTING

Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. **DO IT NOW!**

Please print

Club name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone area code \_\_\_\_\_ number \_\_\_\_\_

Is this a new club? Yes No

If "No" how long has your club been in existence? \_\_\_\_\_ Years \_\_\_\_\_ Months

How many members? \_\_\_\_\_

Do you have a minimum age for members? \_\_\_\_\_

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members \_\_\_\_\_ years old.

How many tracks in your club? \_\_\_\_\_

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc.) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? \_\_\_\_\_

Any special night(s) of the week? \_\_\_\_\_

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.  
62/Model Car Science

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Racetrack 41  
River Chalmers Rd  
Horseheads N.Y. 14845  
737-5745

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Box 44  
Jacksonville N.Y.  
387-6027

Wings & Wheels (1,2,3)  
21-69 233 St  
Laurelton, N.Y. 11422  
545-8733

High Chaparral Slot  
Car Club (1)  
213 Chapel Rd  
Machasset N.Y. 11030  
527-5748

Independence Race  
Club (2)  
Kingsbury, N.Y.  
456-1701

Wagon Straben (3)  
58 Westwood Ave.  
Mattydale, N.Y. 13111  
454-0151

Medina Raceway Park (2)  
589 East Ave.  
Medina N.Y. 14103  
798-0802

BO Grand Prix Racing  
Club (3)  
580 W. 176 St Apt. 54  
N.Y., N.Y. 10033  
927-1544

Review HO Racing  
Club (3)  
41 W. 112 St  
N.Y. N.Y. 10026  
926-2561

Lepmesters (3)  
238 E 58 St  
N.Y., N.Y. 10022  
753-1174

Ridgewood Racing  
Assn. (3)  
21-52 Bimrod Rd.  
Ridgewood, N.Y. 11234  
386-1477

Spring Field Gardens  
HO Racing Club (3)  
146-06 187 St  
N.Y., N.Y. 11413  
341-1295

DRAG (1)  
473 North Ave.  
W Tonawanda, N.Y. 4120  
692-7807

Team Aeroback (3)  
21 Woodside Ave.  
Queens N.Y. 11350  
432-2240

Go-Barts (1,2)  
700 Bryant Ave  
Brooklyn N.Y. 11236  
671-1023

The UFO's (1,2)  
944 Curry Rd  
Schenectady N.Y. 12306  
355-1052

Sasford HO Racing  
Team (3)  
1435 Harland Rd.  
Sasford LT N.Y. 11783  
785-6494

Masoor Oval Track  
Racing Assn (2)  
Mohawk Dr.  
Tribes Hill, N.Y. 12177  
627-2604

Men of Skill Racing  
Assn (3)  
171 Middletown Rd  
Waterford N.Y. 12188  
237-3663

Road Runners (1)  
40-70 73 St  
Woodside, N.Y. 11377

Petroleum County  
Scale Racing  
Assn (3)  
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# NAMRA World



race of the summer series was held at Vic Livingston's Raceway in New York where the racing turned out to be some of the most competitive we have ever had with some of the nicest drivers we ever met. Host Vic Livingston required the meet be held during the evening, a first for a NAMRA meet, but one that played to a packed house. Full report next month.

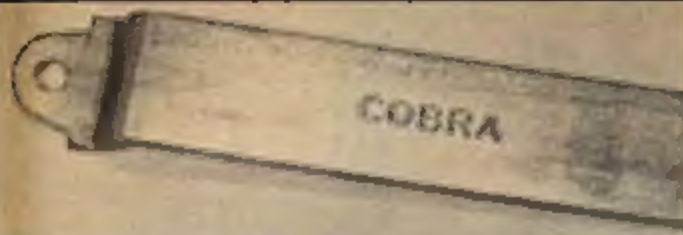
For now some thoughts on the sport from NAMRA. NAMRA ran a full page advertisement in last November's issue of this magazine. The response so far is great. It sort of proves there are enthusiasts that prefer scale racing. It also proves this magazine must move to people who want to move, too, since the first 15 coupons came in before the magazine even hit the stands in the New York area.

On the facing page in that same issue, MCS ran the second in a series of articles by good guy Mike Morrissey. Mike informed us all there that his little old racing paper, MODEL CAR

This should be a report on our last 1/24 summer series events. However, our race photographer was out of commission for the meet and until we can get the pictures he promises are on the way, we will not write up the race. Enough to say for now that this last







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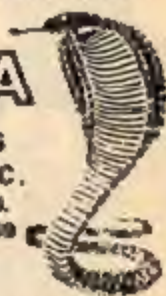
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JOURNAL, the best racing paper ever put out, was about to be reorganized after what seemed to all of us a horrible death. Congratulations, Mike. We thought the original was good. We hope the new one will be the same.

This idea of a racing paper is not new. NAMRA's files hold copies of at least six different publications that tried it through the years and failed. We looked these over recently and regardless of what the content was, Mike's was the best of the lot.

And now it would appear that our slot racing neighbors in England who started the whole sport and have since run several months behind us in equipment and procedure have caught the newspaper bug.

We recently received a little 16-page number called SLOT CAR. The headline on page one of issue one reads: "UK Drivers in States". It goes on to mention two British drivers who came over in August to compete at the Arco meet in Chicago. We have nothing else on the story.

This is only the first issue but it does lack one of the best feature items MCI offered—good pictures of winning equipment. Maybe it will come, I don't know. If it's original British design it will be refreshing and interesting. If it's just a remake on something that has run here I can't see it for this market. What I really don't understand is this little British paper is a monthly which is a long way from what Mike offered—fresh news fast.

By the same token, Britain, a country that like ours offered two different model car magazines, now offers only one. The competition seems to be fierce and the bucks a problem there too, only bigger.

There's a meeting scheduled to be held in Los Angeles that will be attended by everyone interested in preparing a national set of rules and do away with the several variations now being used in commercial racing. When you read this, the meeting should be part of the history books. Attending the meeting I'm told will be reps from MODEL CAR SCIENCE, the CAR MODEL people, Arco, USRA and Lord knows who else. Recently an editorial in CAR MODEL said something to the effect that perhaps one of the stumbling blocks in the past had been the linking of a set of rules with a particular outfit; for example, Arco with Champion, CAR MODEL with CAR MODEL Magazine. And perhaps because of this, no one group or

manufacturer really wanted to sponsor races run under rules bearing the name of another interest.

We think this is true. And we agree that regardless of what they come up with, if they do achieve one set of rules they are all willing to run under it should be given a name like "National Championship Rules". But we don't think this will be enough for everyone. Some manufacturers' teams just don't show for a race sponsored by someone else unless they are almost sure of a win and if they aren't, find some silly reasons for no show. The boys at the meeting will have had their hands full. We wish them well because right now they're killing each other, commercial racing, and one heck of a big segment of the sport.

The biggest question in NAMRA right now is if the SCCA will be there officially or unofficially. Too many words and stories here right now about SCCA interest shown in slot racing are to be discounted. If any really know what they want it's only a select few. I doubt many are even aware of the recent interest shown. A recent talk with an SCCA official and someone really up on the little cars as well brought forth this idea. Perhaps the establishment of national rules that would give the little guy, the mainstay of the sport, a fair shake for glory. Similar to Formula V. Could be, but we doubt it for this reason. Even though slot car racing and its problems run very parallel to real car racing there is one heck of a big difference and it's this difference that blows the Formula V type theory for slot racing right out the window. In real racing every SCCA driver worth his salt, in fact most every SCCA member, would like to think of himself walking up and buying a brand new McLaren with a couple of spare engines, and these run \$6500 each setup. Then, he'd be on an even footing with the big boys and could prove his ability to drive as their equal. But the lack of dollars holds him back, so he goes down the line of classes and finds that with a little belt-tightening he can play Fangio in Formula V. And, a lot of them do it. . . . So, the lack of finances make Formula V the way to go, and it goes.

In slot racing, part of this applies, but not all of it, and that's the difference. In slot racing the kid next door wants to go out next trip and show the champ from Team Wow how good he is. First thing he needs is the equipment or similar equipment to

that being used by the champ, so he goes out and buys it. No two ways about this. Mike Morrissey gave us some rough figures on the cost of racing slot cars today. He put it at about \$65 for one good car and controller. I think that's low, and I know the kid next door goes ready with more than that.

I just don't think the Formula V bit applies here at all, not in any case for the reason it must and does in SCCA. The kid can afford the equipment the pro uses.

This will not, however, make him the Champ killer he thinks it will. There's that thing called skill. You don't buy that. He doesn't need a Formula created by and for lack of bucks. He needs one for ability.

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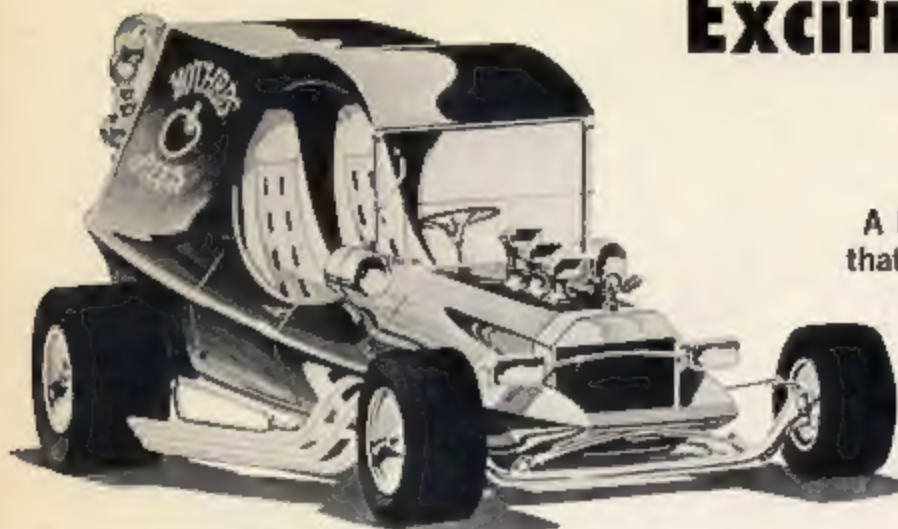
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